



Appropriations REQUEST



Missouri Department of Transportation • Fiscal Year 2022

Governor's Recommendation (Book 2 of 2)

**Missouri Department of Transportation
FY 2022 Appropriations Request
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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|--|------------------|----------------|------------------|----------------|------------------|-----------------|------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MULTIMODAL OPERATIONS ADMIN | | | | | | | | |
| CORE | | | | | | | | |
| PERSONAL SERVICES | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 294,772 | 5.65 | 332,490 | 5.99 | 332,490 | 5.99 | 332,490 | 5.99 |
| STATE ROAD | 460,019 | 7.81 | 497,093 | 8.15 | 497,093 | 8.15 | 497,093 | 8.15 |
| RAILROAD EXPENSE | 388,466 | 7.79 | 495,144 | 9.12 | 495,144 | 9.12 | 495,144 | 9.12 |
| STATE TRANSPORTATION FUND | 123,842 | 2.11 | 169,785 | 2.95 | 169,785 | 2.95 | 169,785 | 2.95 |
| AVIATION TRUST FUND | 494,248 | 8.37 | 530,035 | 9.47 | 530,035 | 9.47 | 530,035 | 9.47 |
| TOTAL - PS | 1,761,347 | 31.73 | 2,024,547 | 35.68 | 2,024,547 | 35.68 | 2,024,547 | 35.68 |
| EXPENSE & EQUIPMENT | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 20,749 | 0.00 | 251,600 | 0.00 | 251,600 | 0.00 | 251,600 | 0.00 |
| STATE ROAD | 23,251 | 0.00 | 39,852 | 0.00 | 39,852 | 0.00 | 39,852 | 0.00 |
| RAILROAD EXPENSE | 71,671 | 0.00 | 145,292 | 0.00 | 145,292 | 0.00 | 145,292 | 0.00 |
| STATE TRANSPORTATION FUND | 10,809 | 0.00 | 26,220 | 0.00 | 26,220 | 0.00 | 26,220 | 0.00 |
| AVIATION TRUST FUND | 16,138 | 0.00 | 24,827 | 0.00 | 24,827 | 0.00 | 24,827 | 0.00 |
| TOTAL - EE | 142,618 | 0.00 | 487,791 | 0.00 | 487,791 | 0.00 | 487,791 | 0.00 |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 7,558 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 |
| TOTAL - PD | 7,558 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 |
| TOTAL | 1,911,523 | 31.73 | 2,530,338 | 35.68 | 2,530,338 | 35.68 | 2,530,338 | 35.68 |
| FY22 Retention Strategy 1 - 1605005 | | | | | | | | |
| PERSONAL SERVICES | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 0 | 0.00 | 2,315 | 0.00 | 0 | 0.00 |
| STATE ROAD | 0 | 0.00 | 0 | 0.00 | 3,150 | 0.00 | 0 | 0.00 |
| RAILROAD EXPENSE | 0 | 0.00 | 0 | 0.00 | 3,524 | 0.00 | 0 | 0.00 |
| STATE TRANSPORTATION FUND | 0 | 0.00 | 0 | 0.00 | 1,140 | 0.00 | 0 | 0.00 |
| AVIATION TRUST FUND | 0 | 0.00 | 0 | 0.00 | 3,660 | 0.00 | 0 | 0.00 |
| TOTAL - PS | 0 | 0.00 | 0 | 0.00 | 13,789 | 0.00 | 0 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 13,789 | 0.00 | 0 | 0.00 |
| FY22 Retention Strategy 2 - 1605006 | | | | | | | | |
| PERSONAL SERVICES | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 0 | 0.00 | 205 | 0.00 | 0 | 0.00 |
| STATE ROAD | 0 | 0.00 | 0 | 0.00 | 279 | 0.00 | 0 | 0.00 |

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|--|--------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MULTIMODAL OPERATIONS ADMIN | | | | | | | | |
| FY22 Retention Strategy 2 - 1605006 | | | | | | | | |
| PERSONAL SERVICES | | | | | | | | |
| RAILROAD EXPENSE | 0 | 0.00 | 0 | 0.00 | 313 | 0.00 | 0 | 0.00 |
| STATE TRANSPORTATION FUND | 0 | 0.00 | 0 | 0.00 | 101 | 0.00 | 0 | 0.00 |
| AVIATION TRUST FUND | 0 | 0.00 | 0 | 0.00 | 324 | 0.00 | 0 | 0.00 |
| TOTAL - PS | 0 | 0.00 | 0 | 0.00 | 1,222 | 0.00 | 0 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 1,222 | 0.00 | 0 | 0.00 |
| FY22 Pilot Program - 1605007 | | | | | | | | |
| PERSONAL SERVICES | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 0 | 0.00 | 3,868 | 0.00 | 0 | 0.00 |
| STATE ROAD | 0 | 0.00 | 0 | 0.00 | 1,075 | 0.00 | 0 | 0.00 |
| RAILROAD EXPENSE | 0 | 0.00 | 0 | 0.00 | 3,020 | 0.00 | 0 | 0.00 |
| STATE TRANSPORTATION FUND | 0 | 0.00 | 0 | 0.00 | 1,179 | 0.00 | 0 | 0.00 |
| AVIATION TRUST FUND | 0 | 0.00 | 0 | 0.00 | 5,336 | 0.00 | 0 | 0.00 |
| TOTAL - PS | 0 | 0.00 | 0 | 0.00 | 14,478 | 0.00 | 0 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 14,478 | 0.00 | 0 | 0.00 |
| Pay Plan - 0000012 | | | | | | | | |
| PERSONAL SERVICES | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 3,326 | 0.00 |
| STATE ROAD | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 4,970 | 0.00 |
| RAILROAD EXPENSE | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 4,953 | 0.00 |
| STATE TRANSPORTATION FUND | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 1,698 | 0.00 |
| AVIATION TRUST FUND | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 5,300 | 0.00 |
| TOTAL - PS | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 20,247 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 20,247 | 0.00 |
| GRAND TOTAL | \$1,911,523 | 31.73 | \$2,530,338 | 35.68 | \$2,559,827 | 35.68 | \$2,550,585 | 35.68 |

CORE DECISION ITEM

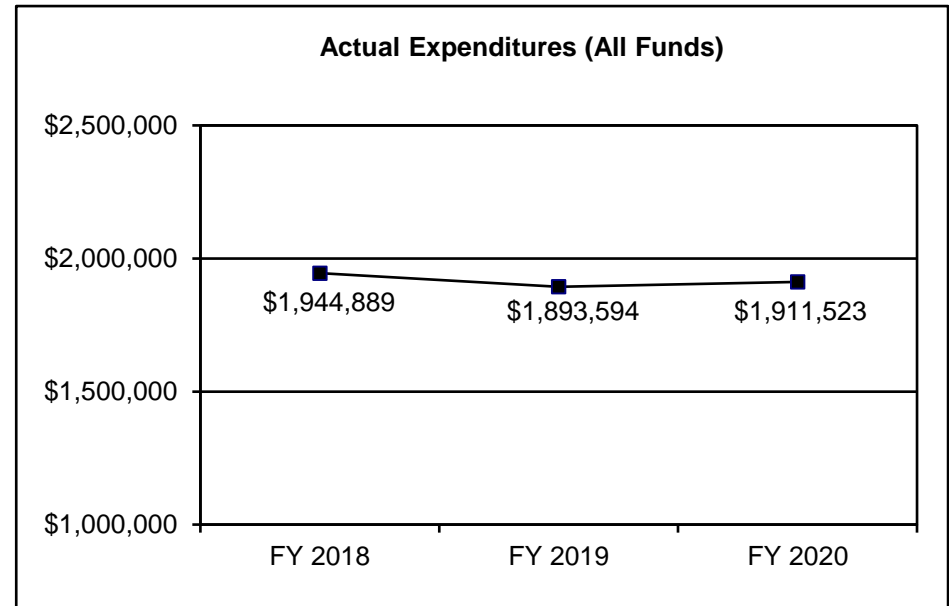
| | | | | | | | | | |
|--|------|-----------|-------------|-------------|---|------|-----------|-------------|-------------|
| Department of Transportation | | | | | Budget Unit: Multimodal Operations | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| Core: Multimodal Administration | | | | | HB Section: 4.460 | | | | |
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | |
| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$332,490 | \$1,692,057 | \$2,024,547 | PS | \$0 | \$332,490 | \$1,692,057 | \$2,024,547 |
| EE | \$0 | \$251,600 | \$236,191 | \$487,791 | EE | \$0 | \$251,600 | \$236,191 | \$487,791 |
| PSD | \$0 | \$18,000 | \$0 | \$18,000 | PSD | \$0 | \$18,000 | \$0 | \$18,000 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$602,090 | \$1,928,248 | \$2,530,338 | Total | \$0 | \$602,090 | \$1,928,248 | \$2,530,338 |
| FTE | 0.00 | 5.99 | 29.69 | 35.68 | FTE | 0.00 | 5.99 | 29.69 | 35.68 |
| HB 4 | \$0 | \$332,490 | \$1,692,057 | \$2,024,547 | HB 4 | \$0 | \$332,490 | \$1,692,057 | \$2,024,547 |
| HB 5 | \$0 | \$25,668 | \$130,627 | \$156,295 | HB 5 | \$0 | \$25,668 | \$130,627 | \$156,295 |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | |
| Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952) | | | | | Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952) | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | |
| These appropriations are for the continuation of the core for administration of Multimodal Operations. This funding will allow the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri. | | | | | | | | | |
| The Governor's Recommendation is the same as the department's request. | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | |
| 121 public general aviation airports | | | | | 19 railroad companies which involve safety and highway related projects, | | | | |
| 34 general public transportation providers | | | | | including inspections and compliance resolutions for approximately 4,800 | | | | |
| Approximately 200 elderly and disabled special transportation providers | | | | | miles of railroad track, over 3,200 public at grade highway-rail crossings and | | | | |
| 17 Missouri port authorities and one three-state port commission | | | | | 2,193 private crossings | | | | |
| One daily intercity passenger train between St. Louis and Kansas City | | | | | Three light rail operators for calendar year 2020 | | | | |

CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Multimodal Administration | HB Section: | 4.460 |

4. FINANCIAL

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$2,428,022 | \$2,440,730 | \$2,491,742 | \$2,530,338 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$2,428,022 | \$2,440,730 | \$2,491,742 | N/A |
| Actual Expenditures (All Funds) | \$1,944,889 | \$1,893,594 | \$1,911,523 | N/A |
| Unexpended (All Funds) | \$483,133 | \$547,136 | \$580,219 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$257,466 | \$285,011 | \$273,563 | N/A |
| Other | \$225,667 | \$262,125 | \$306,656 | N/A |



*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

FLEXIBILITY REQUEST FORM

| | | | |
|----------------------------|--|--------------------|---|
| BUDGET UNIT NUMBER: | Multiple | DEPARTMENT: | Missouri Department of Transportation (MoDOT) |
| BUDGET UNIT NAME: | Multiple | DIVISION: | Department Wide |
| HOUSE BILL SECTION: | 4.400, 4.406, 4.407, 4.408, 4.409, 4.410, 4.440, 4.445, 4.460 | | |

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT REQUEST

The department is requesting 25 percent flexibility between personal services, fringe benefits and expense and equipment. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

| PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | BUDGET REQUEST ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED |
|---|--|---|
| N/A - No flexibility language in prior year. | N/A - No flexibility language in current year. | The department is requesting 25 percent flexibility between personal services, fringe benefits and expense and equipment appropriations, as needed. |

3. Please explain how flexibility was used in the prior and/or current years.

| PRIOR YEAR EXPLAIN ACTUAL USE | CURRENT YEAR EXPLAIN PLANNED USE |
|----------------------------------|-------------------------------------|
| N/A | N/A |

**FY 2022
Flexibility Requests**

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | FLEXIBILITY | |
|---|--------|--------------------------------|------|-------|------------------|-------------|-----------------|
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP | FY 22 REQUESTED |
| 4.440 | 7435 | ADMINISTRATION PS-0320 | 0320 | OTHER | \$19,459,017 | 0% | 25% |
| 4.440 | 7436 | ADMINISTRATION E&E-0320 | 0320 | OTHER | \$6,347,562 | 0% | 25% |
| 4.406 | 6428 | RETIREMENT-0126 | 0126 | FED | \$192,845 | 50% | 25% |
| 4.406 | 6429 | RETIREMENT-0149 | 0149 | FED | \$195,328 | 50% | 25% |
| 4.406 | 6430 | RETIREMENT-0320 | 0320 | OTHER | \$147,726,922 | 50% | 25% |
| 4.406 | 6431 | RETIREMENT-0659 | 0659 | OTHER | \$287,185 | 50% | 25% |
| 4.406 | 6432 | RETIREMENT-0675 | 0675 | OTHER | \$98,475 | 50% | 25% |
| 4.406 | 6433 | RETIREMENT-0952 | 0952 | OTHER | \$307,422 | 50% | 25% |
| 4.407 | 6434 | MEDICAL LIFE EAP-0126 | 0126 | FED | \$54,761 | 50% | 25% |
| 4.407 | 6435 | MEDICAL LIFE EAP-0149 | 0149 | FED | \$63,313 | 50% | 25% |
| 4.407 | 6439 | MEDICAL LIFE EAP PS-0320 | 0320 | OTHER | \$53,015,698 | 50% | 25% |
| 4.407 | 6440 | MEDICAL LIFE EAP E&E-0320 | 0320 | OTHER | \$77,937 | 50% | 25% |
| 4.407 | 6436 | MEDICAL LIFE EAP-0659 | 0659 | OTHER | \$88,160 | 50% | 25% |
| 4.407 | 6437 | MEDICAL LIFE EAP-0675 | 0675 | OTHER | \$26,954 | 50% | 25% |
| 4.407 | 6438 | MEDICAL LIFE EAP-0952 | 0952 | OTHER | \$90,490 | 50% | 25% |
| 4.408 | 6441 | RETIREE BENEFITS-0320 | 0320 | OTHER | \$18,629,968 | 50% | 25% |
| 4.409 | 6442 | WORKERS' COMPENSATION-0320 | 0320 | OTHER | \$7,964,796 | 50% | 25% |
| 4.410 | 7440 | PROGRAM DELIVERY PS-0320 | 0320 | OTHER | \$69,491,528 | 0% | 25% |
| 4.410 | 4402 | PROGRAM DELIVERY E&E-0320 | 0320 | OTHER | \$19,558,170 | 0% | 25% |
| 4.440 | 6310 | SAFETY AND OPERATIONS E&E-0149 | 0149 | FED | \$54,800 | 10% | 25% |
| 4.440 | 6311 | SAFETY AND OPERATIONS E&E-0246 | 0246 | OTHER | \$350,000 | 10% | 25% |
| 4.440 | 4399 | SAFETY AND OPERATIONS E&E-0320 | 0320 | OTHER | \$231,668,665 | 10% | 25% |
| 4.440 | 6309 | SAFETY AND OPERATIONS PS-0149 | 0149 | FED | \$336,772 | 10% | 25% |
| 4.440 | 7445 | SAFETY AND OPERATIONS PS-0320 | 0320 | OTHER | \$152,195,476 | 10% | 25% |
| 4.445 | 0118 | FLEET FAC & INFO SYS E&E-0320 | 0320 | OTHER | \$79,870,000 | 10% | 25% |
| 4.445 | 7464 | FLEET FAC & INFO SYS PS-0320 | 0320 | OTHER | \$12,213,242 | 10% | 25% |
| 4.460 | 8901 | MULTIMODAL OPS ADMIN PS-0126 | 0126 | FED | \$316,719 | 0% | 25% |
| 4.460 | 8902 | MULTIMODAL OPS ADMIN E&E-0126 | 0126 | FED | \$100,000 | 0% | 25% |
| 4.460 | 7468 | MULTIMODAL OPS ADMIN PS-0320 | 0320 | OTHER | \$484,495 | 0% | 25% |
| 4.460 | 8904 | MULTIMODAL OPS ADMIN E&E-0320 | 0320 | OTHER | \$39,852 | 0% | 25% |
| 4.460 | 6174 | MULTIMODAL OPS ADMIN PS-0659 | 0659 | OTHER | \$423,952 | 0% | 25% |
| 4.460 | 6175 | MULTIMODAL OPS ADMIN E&E-0659 | 0659 | OTHER | \$100,000 | 0% | 25% |
| 4.460 | 9939 | MULTIMODAL OPS ADMIN PS-0675 | 0675 | OTHER | \$144,233 | 0% | 25% |

FY 2022
Flexibility Requests

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | |
|---|--------|-------------------------------|------|-------|---------------------|----------------------------------|
| | | | | | | FLEXIBILITY |
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP FY 22 REQUESTED |
| 4.460 | 2270 | MULTIMODAL OPS ADMIN E&E-0675 | 0675 | OTHER | \$26,220 | 0% 25% |
| 4.460 | 4660 | MULTIMODAL OPS ADMIN PS-0952 | 0952 | OTHER | \$503,377 | 0% 25% |
| 4.460 | 4661 | MULTIMODAL OPS ADMIN E&E-0952 | 0952 | OTHER | \$24,827 | 0% 25% |

CORE RECONCILIATION

**STATE
MULTIMODAL OPERATIONS ADMIN**

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|--------------|----------|----------------|------------------|------------------|--|
| TAFP AFTER VETOES | | | | | | | |
| | PS | 35.68 | 0 | 332,490 | 1,692,057 | 2,024,547 | |
| | EE | 0.00 | 0 | 251,600 | 236,191 | 487,791 | |
| | PD | 0.00 | 0 | 18,000 | 0 | 18,000 | |
| | Total | 35.68 | 0 | 602,090 | 1,928,248 | 2,530,338 | |
| DEPARTMENT CORE ADJUSTMENTS | | | | | | | |
| Core Reallocation | [#150] PS | 0.00 | 0 | 0 | 0 | (0) | Job title reallocation based on current roster |
| NET DEPARTMENT CHANGES | | 0.00 | 0 | 0 | 0 | (0) | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PS | 35.68 | 0 | 332,490 | 1,692,057 | 2,024,547 | |
| | EE | 0.00 | 0 | 251,600 | 236,191 | 487,791 | |
| | PD | 0.00 | 0 | 18,000 | 0 | 18,000 | |
| | Total | 35.68 | 0 | 602,090 | 1,928,248 | 2,530,338 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PS | 35.68 | 0 | 332,490 | 1,692,057 | 2,024,547 | |
| | EE | 0.00 | 0 | 251,600 | 236,191 | 487,791 | |
| | PD | 0.00 | 0 | 18,000 | 0 | 18,000 | |
| | Total | 35.68 | 0 | 602,090 | 1,928,248 | 2,530,338 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|------------------------------------|------------------|--------------|------------------|--------------|------------------|--------------|------------------|--------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MULTIMODAL OPERATIONS ADMIN | | | | | | | | |
| CORE | | | | | | | | |
| RAIL SAFETY SPECIALIST | 196,763 | 3.97 | 232,757 | 4.47 | 231,921 | 4.47 | 231,921 | 4.47 |
| SR RAILROAD SAFETY INSPECTOR | 249,097 | 5.35 | 320,115 | 6.36 | 279,463 | 5.36 | 279,463 | 5.36 |
| ADMINISTRATIVE TECHNICIAN | 0 | 0.00 | 13,588 | 0.49 | 7,081 | 0.25 | 7,081 | 0.25 |
| SR ADMINISTRATIVE TECHNICIAN | 835 | 0.03 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| EXECUTIVE ASSISTANT | 34,337 | 1.00 | 44,162 | 1.15 | 44,162 | 1.15 | 44,162 | 1.15 |
| SENIOR FINANCIAL SERVICES TECH | 34,248 | 1.00 | 44,147 | 1.15 | 44,147 | 1.15 | 44,147 | 1.15 |
| AIRPORT PROJECT TECHNICIAN | 46,844 | 1.03 | 47,170 | 1.07 | 47,170 | 1.07 | 47,170 | 1.07 |
| RAILROAD SAFETY INSPECTOR | 23,591 | 0.58 | 0 | 0.00 | 41,088 | 1.00 | 41,088 | 1.00 |
| AIRPLANE PILOT | 29,514 | 0.51 | 30,087 | 0.53 | 33,612 | 0.66 | 33,612 | 0.66 |
| AVIATION OPERATIONS MANAGER | 63,242 | 1.00 | 64,913 | 1.07 | 64,913 | 1.07 | 64,913 | 1.07 |
| RAILROAD OPERATIONS MANAGER | 59,884 | 1.00 | 76,812 | 1.33 | 76,812 | 1.33 | 76,812 | 1.33 |
| INTERM MULTIMODAL OPER SPECIAL | 44,107 | 0.99 | 50,218 | 1.08 | 62,276 | 1.53 | 62,276 | 1.53 |
| MULTIMODAL OPERATIONS SPECIALI | 43,121 | 1.00 | 10,278 | 0.22 | 41,664 | 0.93 | 41,664 | 0.93 |
| SR MULTIMODAL OPER SPECIALIST | 208,856 | 4.01 | 293,340 | 5.60 | 252,171 | 4.55 | 252,171 | 4.55 |
| ADMIN OF FREIGHT & WATERWAYS | 84,738 | 1.00 | 88,788 | 1.21 | 88,788 | 1.21 | 88,788 | 1.21 |
| ADMIN PROFESSIONAL-TPT | 1,577 | 0.03 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| SR FINANCIAL SERVICES SPECIALI | 53,986 | 1.03 | 62,837 | 1.15 | 62,837 | 1.15 | 62,837 | 1.15 |
| SYST MGMT SUPPORT SERVICES MGR | 0 | 0.00 | 205 | 0.00 | 205 | 0.00 | 205 | 0.00 |
| ADMINISTRATOR OF AVIATION | 73,432 | 1.00 | 76,040 | 1.00 | 76,040 | 1.00 | 76,040 | 1.00 |
| ADMINISTRATOR OF RAILROADS | 56,189 | 0.71 | 87,599 | 1.00 | 87,599 | 1.00 | 87,599 | 1.00 |
| ADMINISTRATOR OF TRANSIT | 73,428 | 1.00 | 85,767 | 1.02 | 85,767 | 1.02 | 85,767 | 1.02 |
| RAILROAD PROJECTS MANAGER | 74,226 | 1.00 | 75,121 | 1.00 | 75,121 | 1.00 | 75,121 | 1.00 |
| AVIATION PROGRAMS MANAGER | 69,143 | 1.00 | 71,237 | 1.07 | 71,237 | 1.07 | 71,237 | 1.07 |
| SR CONSTRUCTION INSPECTOR | 115,390 | 2.00 | 122,974 | 2.47 | 130,396 | 2.59 | 130,396 | 2.59 |
| SR OFFICE ASSISTANT-TPT | 16,249 | 0.49 | 18,136 | 0.24 | 9,785 | 0.12 | 9,785 | 0.12 |
| MULTIMODAL OPRATNS DIRECTOR | 108,550 | 1.00 | 108,256 | 1.00 | 110,292 | 1.00 | 110,292 | 1.00 |
| TOTAL - PS | 1,761,347 | 31.73 | 2,024,547 | 35.68 | 2,024,547 | 35.68 | 2,024,547 | 35.68 |
| TRAVEL, IN-STATE | 71,046 | 0.00 | 134,244 | 0.00 | 134,244 | 0.00 | 134,244 | 0.00 |
| TRAVEL, OUT-OF-STATE | 15,362 | 0.00 | 95,027 | 0.00 | 95,027 | 0.00 | 95,027 | 0.00 |
| SUPPLIES | 11,098 | 0.00 | 71,800 | 0.00 | 71,800 | 0.00 | 71,800 | 0.00 |
| PROFESSIONAL DEVELOPMENT | 16,801 | 0.00 | 120,600 | 0.00 | 120,600 | 0.00 | 120,600 | 0.00 |
| COMMUNICATION SERV & SUPP | 21,098 | 0.00 | 36,400 | 0.00 | 36,400 | 0.00 | 36,400 | 0.00 |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|------------------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MULTIMODAL OPERATIONS ADMIN | | | | | | | | |
| CORE | | | | | | | | |
| PROFESSIONAL SERVICES | 6,136 | 0.00 | 9,720 | 0.00 | 9,720 | 0.00 | 9,720 | 0.00 |
| M&R SERVICES | 100 | 0.00 | 4,100 | 0.00 | 4,100 | 0.00 | 4,100 | 0.00 |
| COMPUTER EQUIPMENT | 0 | 0.00 | 500 | 0.00 | 500 | 0.00 | 500 | 0.00 |
| OTHER EQUIPMENT | 0 | 0.00 | 10,000 | 0.00 | 10,000 | 0.00 | 10,000 | 0.00 |
| MISCELLANEOUS EXPENSES | 977 | 0.00 | 5,400 | 0.00 | 5,400 | 0.00 | 5,400 | 0.00 |
| TOTAL - EE | 142,618 | 0.00 | 487,791 | 0.00 | 487,791 | 0.00 | 487,791 | 0.00 |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 13,000 | 0.00 | 13,000 | 0.00 | 13,000 | 0.00 |
| REFUNDS | 7,558 | 0.00 | 5,000 | 0.00 | 5,000 | 0.00 | 5,000 | 0.00 |
| TOTAL - PD | 7,558 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 |
| GRAND TOTAL | \$1,911,523 | 31.73 | \$2,530,338 | 35.68 | \$2,530,338 | 35.68 | \$2,530,338 | 35.68 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$323,079 | 5.65 | \$602,090 | 5.99 | \$602,090 | 5.99 | \$602,090 | 5.99 |
| OTHER FUNDS | \$1,588,444 | 26.08 | \$1,928,248 | 29.69 | \$1,928,248 | 29.69 | \$1,928,248 | 29.69 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.460

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

1a. What strategic priority does this program address?

Safety - moving Missourians safely

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program allows the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.

2a. Provide an activity measure(s) for the program.

| | Number of Passengers by Mode (in millions) | | | | | |
|------|---|-----------|---------------------|-----------|-------------------------|-----------|
| | Public Transit ^{1,3} | | Rail ^{1,3} | | Aviation ^{2,4} | |
| | Actuals | Projected | Actuals | Projected | Actuals | Projected |
| 2014 | 64.8 | N/A | 0.2 | N/A | 11.7 | N/A |
| 2015 | 63.2 | N/A | 0.2 | N/A | 11.9 | N/A |
| 2016 | 59.1 | N/A | 0.2 | N/A | 12.8 | N/A |
| 2017 | 57.8 | N/A | 0.2 | N/A | 13.5 | N/A |
| 2018 | 54.3 | N/A | 0.2 | N/A | 14.1 | 14.1 |
| 2019 | 51.8 | 57.1 | 0.2 | 0.2 | 14.3 | 14.7 |
| 2020 | 44.3 | 54.6 | 0.1 | 0.2 | N/A | 15.4 |
| 2021 | N/A | 50.1 | N/A | 0.2 | N/A | 15.0 |
| 2022 | N/A | 50.1 | N/A | 0.2 | N/A | 15.7 |

¹ Public transit and rail passenger data is published by fiscal year.² The Federal Aviation Administration publishes data in October for preceding calendar years. Data for 2020 was not available at the time of publication.³ The 2021 and 2022 projections were established by averaging the last three years.⁴ The 2021 and 2022 projections were established by averaging the growth in passengers from 2015 through 2019.

PROGRAM DESCRIPTION

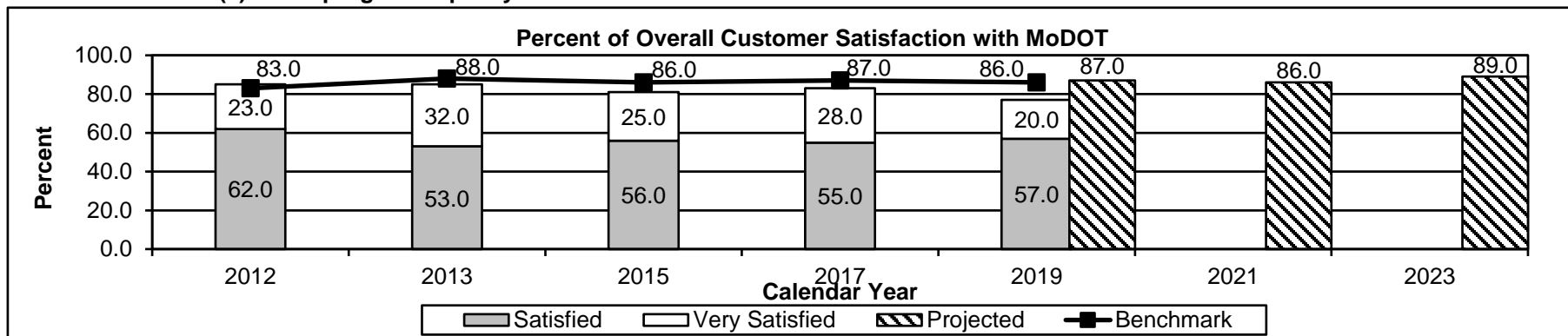
Department of Transportation

HB Section(s): 4.460

Program Name: Multimodal Operations Administration

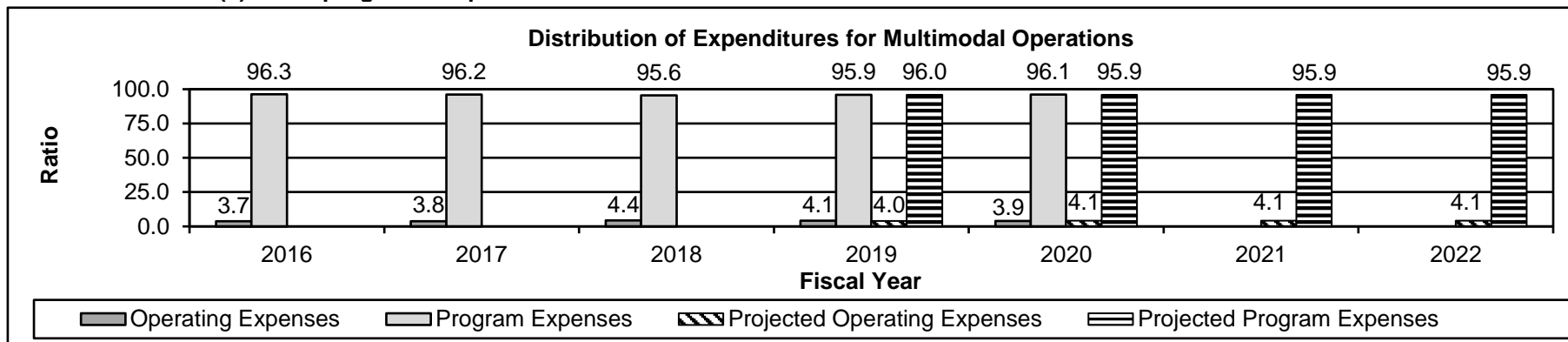
Program is found in the following core budget(s): Multimodal Operations Administration

2b. Provide a measure(s) of the program's quality.



Data is collected through a biennial telephone survey conducted by a consultant from interviews of approximately 3,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2021 projection is equal to the 2019 benchmark score of 86 percent. The 2023 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2014, 2016, 2018, and 2020.

2c. Provide a measure(s) of the program's impact.



The operating expenses consist of the administration expenses of multimodal operations. The 2021 and 2022 projections were set by averaging the last three fiscal years.

PROGRAM DESCRIPTION

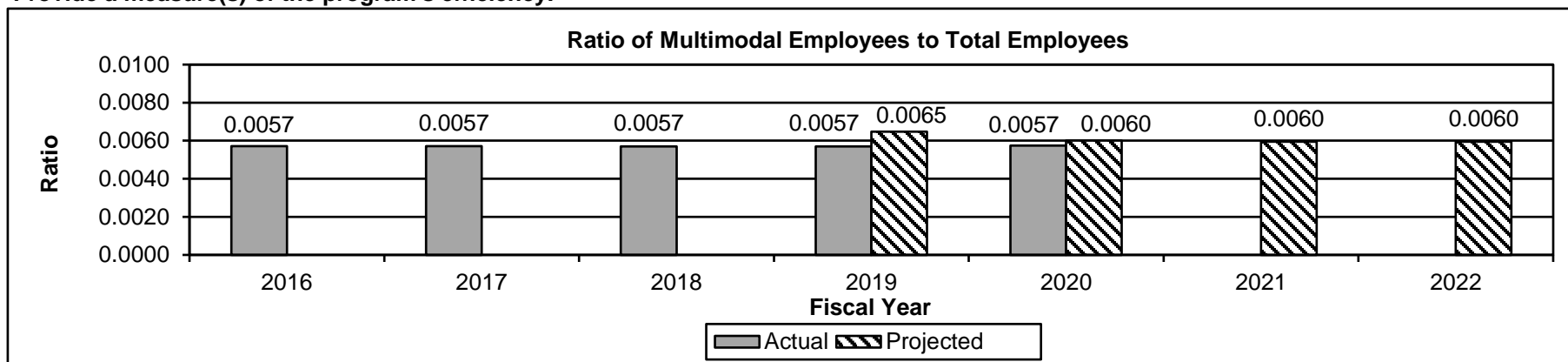
Department of Transportation

HB Section(s): 4.460

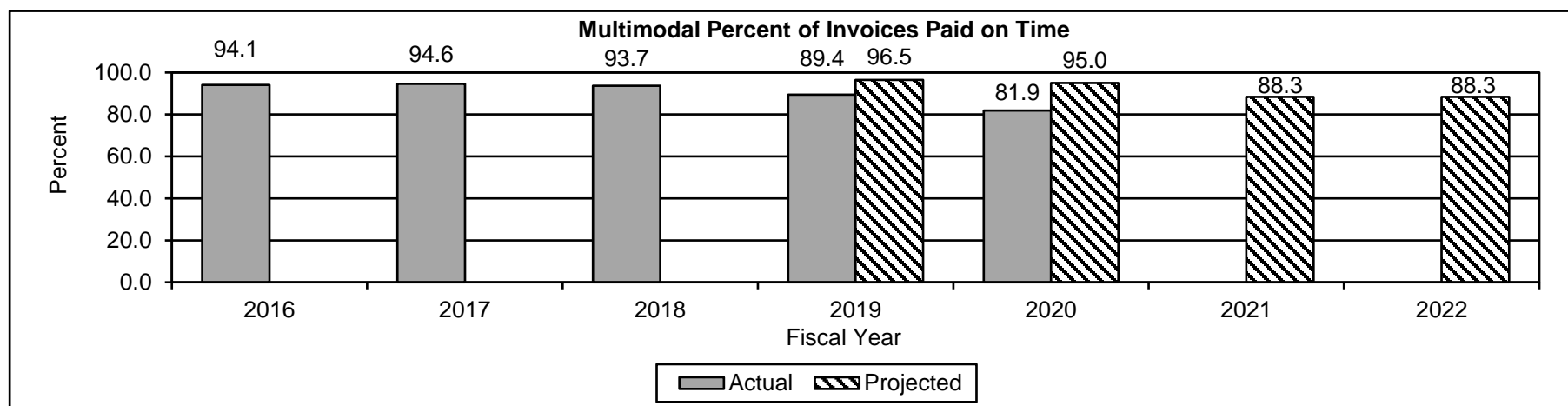
Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

2d. Provide a measure(s) of the program's efficiency.



This chart shows the number of salaried multimodal employees compared to total salaried employees at MoDOT. Data is as of June 30th of each fiscal year. The projections are based on budgeted number of employees.



Timely is defined as a check or electronic payment issued less than 31 days from the date of the invoice. Staff turnover in 2020 lead to a decline in the percent of invoices paid on time. The 2021 and 2022 projections are based on an average of the percent of invoices paid on time over the last three fiscal years.

PROGRAM DESCRIPTION

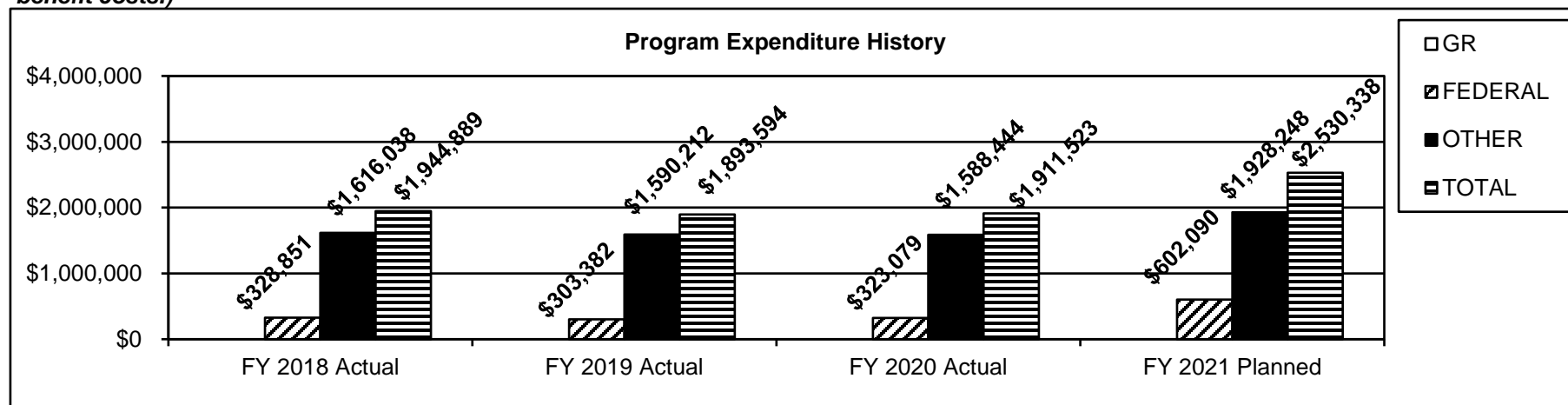
Department of Transportation

HB Section(s): 4.460

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.220, 226.225, 305.230, 389.610, 389.612 and 622.015, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Depending on the program, administrative federal funds can require a match up to 20 percent of state funds.

7. Is this a federally mandated program? If yes, please explain.

No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|---------------------------------------|------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| SUPPORT TO MULTIMODAL TRANSFER | | | | | | | | |
| CORE | | | | | | | | |
| FUND TRANSFERS | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 65,972 | 0.00 | 167,000 | 0.00 | 167,000 | 0.00 | 167,000 | 0.00 |
| RAILROAD EXPENSE | 346,573 | 0.00 | 690,000 | 0.00 | 690,000 | 0.00 | 690,000 | 0.00 |
| STATE TRANSPORTATION FUND | 22,692 | 0.00 | 70,000 | 0.00 | 70,000 | 0.00 | 70,000 | 0.00 |
| AVIATION TRUST FUND | 111,417 | 0.00 | 151,134 | 0.00 | 151,134 | 0.00 | 151,134 | 0.00 |
| TOTAL - TRF | 546,654 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 |
| TOTAL | 546,654 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 |
| GRAND TOTAL | \$546,654 | 0.00 | \$1,078,134 | 0.00 | \$1,078,134 | 0.00 | \$1,078,134 | 0.00 |

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CORE DECISION ITEM

| | | | | | | | | | |
|---|------|-----------|-----------|-------------|--|------|-----------|-----------|-------------|
| Department of Transportation | | | | | Budget Unit: <u>Multimodal Operations</u> | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| Core: Support to Multimodal Division Transfer | | | | | HB Section: <u>4.465</u> | | | | |
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | |
| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$0 | \$0 | PSD | \$0 | \$0 | \$0 | \$0 |
| TRF | \$0 | \$167,000 | \$911,134 | \$1,078,134 | TRF | \$0 | \$167,000 | \$911,134 | \$1,078,134 |
| Total | \$0 | \$167,000 | \$911,134 | \$1,078,134 | Total | \$0 | \$167,000 | \$911,134 | \$1,078,134 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | |
| Other Funds: Railroad Expense Fund (0659), Aviation Trust Fund (0952), State Transportation Fund (0675) | | | | | Other Funds: Railroad Expense Fund (0659), Aviation Trust Fund (0952), State Transportation Fund (0675) | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | |
| The Support to Multimodal Division transfer appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures. | | | | | | | | | |
| The Governor's Recommendation is the same as the department's request. | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | |
| 121 public general aviation airports | | | | | 19 railroad companies which involve safety and highway related projects, including inspections and compliance resolutions for approximately 4,800 miles of railroad track, over 3,200 public at grade highway-rail crossings and 2,193 private crossings | | | | |
| 34 general public transportation providers | | | | | Three light rail operators for calendar year 2020 | | | | |
| Approximately 200 elderly and disabled special transportation providers | | | | | | | | | |
| 17 Missouri port authorities and one three-state port commission | | | | | | | | | |
| One daily intercity passenger train between St. Louis and Kansas City | | | | | | | | | |

CORE DECISION ITEM

Department of Transportation
 Division: Multimodal Operations
 Core: Support to Multimodal Division Transfer

Budget Unit: Multimodal Operations
 HB Section: 4.465

4. FINANCIAL

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$0 | \$0 | \$1,078,134 | \$1,078,134 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$0 | \$0 | \$1,078,134 | N/A |
| Actual Expenditures (All Funds) | \$0 | \$0 | \$546,654 | N/A |
| Unexpended (All Funds) | \$0 | \$0 | \$531,480 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$101,028 | N/A |
| Other | \$0 | \$0 | \$430,452 | N/A |

(1)

*Restricted amount is N/A

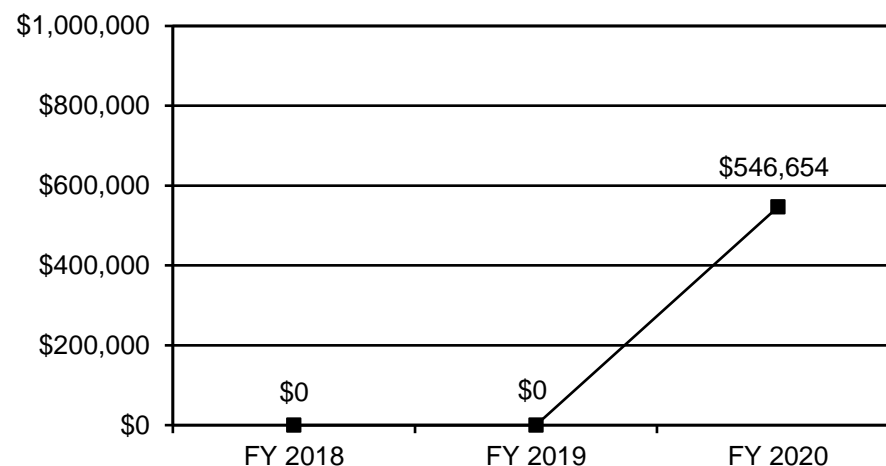
Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Fiscal year 2020 was the first year this transfer appropriation was used. Prior to fiscal year 2020, the Support to Multimodal Division appropriations were regular appropriations. These appropriation requests were changed to transfer appropriations to allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.

Actual Expenditures (All Funds)



CORE RECONCILIATION

**STATE
SUPPORT TO MULTIMODAL TRANSFER**

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------------|----------------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | TRF | 0.00 | 0 | 167,000 | 911,134 | 1,078,134 | |
| | Total | 0.00 | 0 | 167,000 | 911,134 | 1,078,134 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | TRF | 0.00 | 0 | 167,000 | 911,134 | 1,078,134 | |
| | Total | 0.00 | 0 | 167,000 | 911,134 | 1,078,134 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | TRF | 0.00 | 0 | 167,000 | 911,134 | 1,078,134 | |
| | Total | 0.00 | 0 | 167,000 | 911,134 | 1,078,134 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---------------------------------------|------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| SUPPORT TO MULTIMODAL TRANSFER | | | | | | | | |
| CORE | | | | | | | | |
| TRANSFERS OUT | 546,654 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 |
| TOTAL - TRF | 546,654 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 | 1,078,134 | 0.00 |
| GRAND TOTAL | \$546,654 | 0.00 | \$1,078,134 | 0.00 | \$1,078,134 | 0.00 | \$1,078,134 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$65,972 | 0.00 | \$167,000 | 0.00 | \$167,000 | 0.00 | \$167,000 | 0.00 |
| OTHER FUNDS | \$480,682 | 0.00 | \$911,134 | 0.00 | \$911,134 | 0.00 | \$911,134 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.465

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division Transfer

1a. What strategic priority does this program address?

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

The Support to Multimodal Division transfer appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

This appropriation is needed solely for accounting purposes.

2d. Provide a measure(s) of the program's efficiency.

This appropriation is needed solely for accounting purposes.

PROGRAM DESCRIPTION

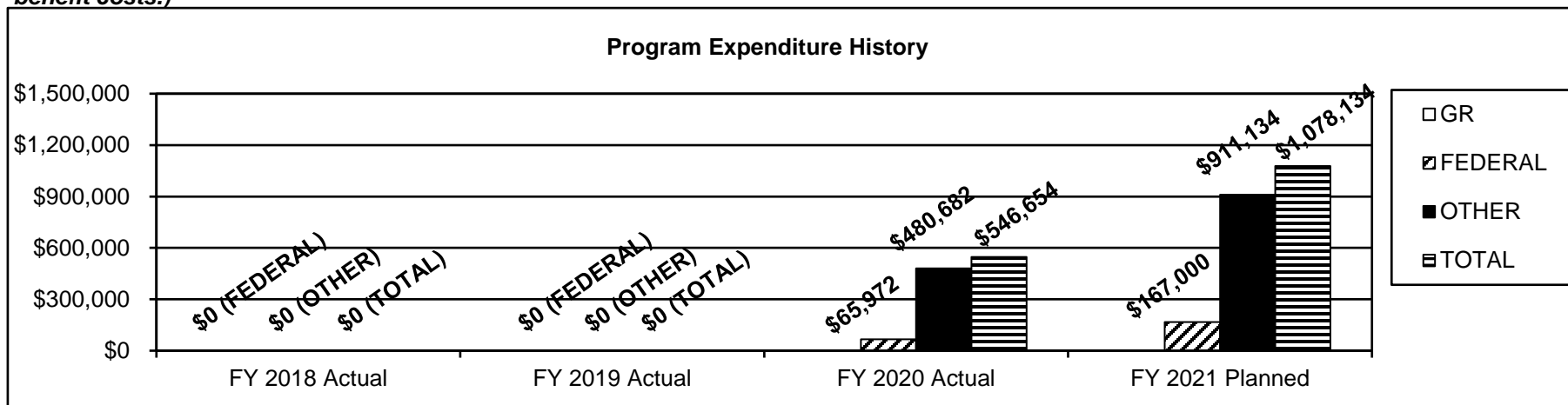
Department of Transportation

HB Section(s): 4.465

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division Transfer

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.225, 305.230 and 622.015, RSMo.
6. Are there federal matching requirements? If yes, please explain.
Depending on the program, administrative federal funds can require a match up to 20 percent of state funds.
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|----------------------------------|----------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MULTIMODAL REVOLVING LOAN | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| STATE TRANSPORT ASSIST REVOLV | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |

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CORE DECISION ITEM

| | |
|---|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| Core: <u>Multimodal State Transportation Assistance Revolving Loan (STAR)</u> | HB Section: <u>4.470</u> |

1. CORE FINANCIAL SUMMARY

| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
|---|------|---------|-------------|-------------|---|------|---------|-------------|-------------|
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$1,000,000 | \$1,000,000 | PSD | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$1,000,000 | \$1,000,000 | Total | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | |
| Other Funds: State Transportation Assistance Revolving Fund (0841) | | | | | Other Funds: State Transportation Assistance Revolving Fund (0841) | | | | |

2. CORE DESCRIPTION

This appropriation is for the continuation of the program that provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:

- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;
- The purchase of vehicles for transportation of elderly and disabled persons; or
- The purchase of rolling stock for transit purposes.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

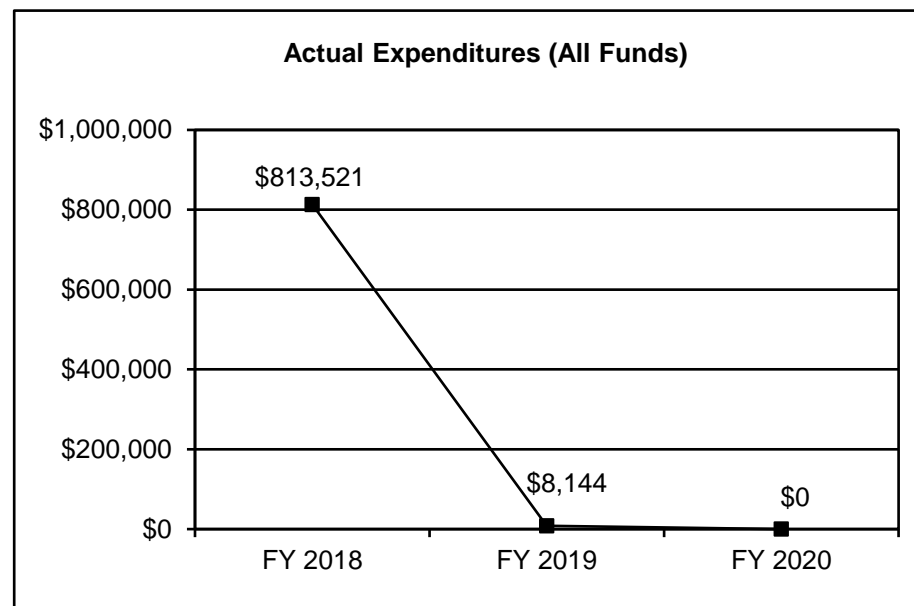
| Current Outstanding STAR Loans | | | | | | | |
|--|---------------|-------------------|----------------------|------------------------------|------------------------|----------|--------|
| Entity | Approval Date | Disbursement Date | Original Loan Amount | Actual Loan Amount Disbursed | Outstanding 12/31/2020 | Term | Rate |
| City of Maryville | 9/2/2015 | 4/15/2016 | \$493,216 | \$343,179 | \$214,835 | 10 years | 1.976% |
| City of Maryville | 10/4/2017 | 11/15/2017 | \$108,643 | \$103,587 | \$84,690 | 10 years | 2.220% |
| City of Brookfield and City of Marceline | 11/2/2016 | 1/31/2017 | \$690,000 | \$677,018 | \$249,988 | 15 years | 2.800% |
| City of Rolla | 11/6/2019 | 9/8/2020 | \$162,693 | \$144,299 | \$116,781 | 5 years | 1.200% |
| City of Branson West | 11/6/2019 | | \$680,000 | \$0 | \$680,000 | 10 years | 1.660% |

CORE DECISION ITEM

| | |
|---|--|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations | |
| Core: Multimodal State Transportation Assistance Revolving Loan (STAR) | HB Section: <u>4.470</u> |

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$1,000,000 | \$1,000,000 | \$1,000,000 | N/A |
| Actual Expenditures (All Funds) | \$813,521 | \$8,144 | \$0 | N/A |
| Unexpended (All Funds) | \$186,479 | \$991,856 | \$1,000,000 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$186,479 | \$991,856 | \$1,000,000 | N/A |
| | (1) | (1) | (1) | |



*Restricted amount is N/A

Reverted

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Expenditures occur when borrowers draw down funds on approved loans for projects.

CORE RECONCILIATION

**STATE
MULTIMODAL REVOLVING LOAN**

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|------------------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| | Total | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| | Total | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| | Total | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|----------------------------------|------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MULTIMODAL REVOLVING LOAN | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.470

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

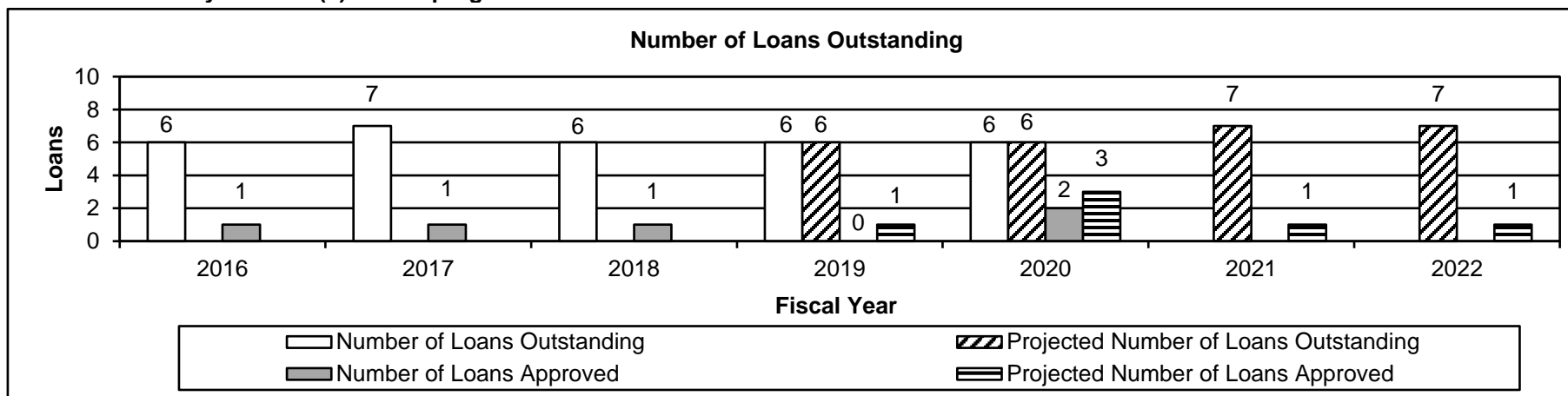
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:

- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;
- The purchase of vehicles for transportation of elderly and disabled persons; or
- The purchase of rolling stock for transit purposes.

2a. Provide an activity measure(s) for the program.

The 2021 projection for number of loans approved is based on the number of loans MoDOT anticipates approving in fiscal year 2021. The 2022 projection for number of loans approved was established by averaging the last three years of approved loans. The 2021 and 2022 projections for number of loans outstanding are based on the number of current loans expected to be outstanding in that year plus the projected number of loans approved in that fiscal year.

PROGRAM DESCRIPTION

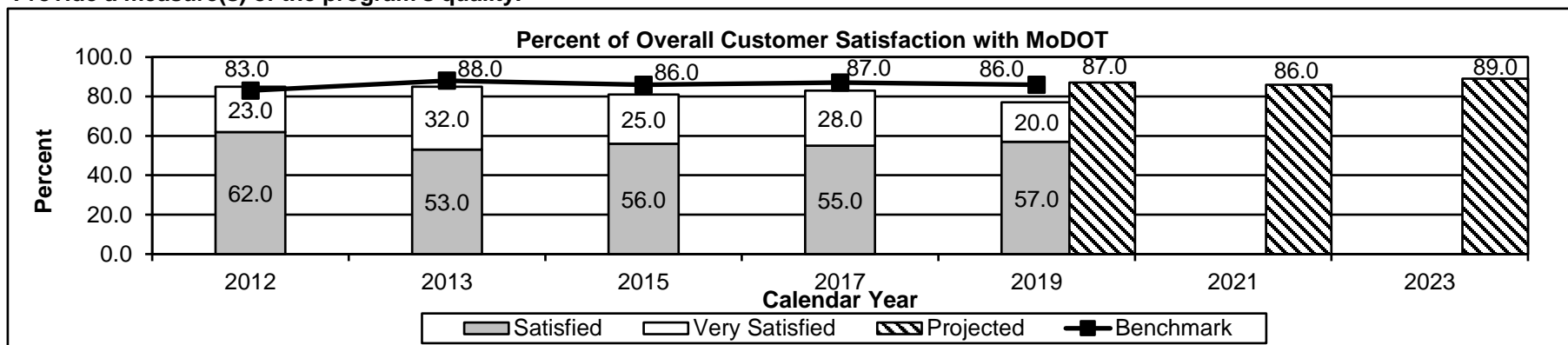
Department of Transportation

HB Section(s): 4.470

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

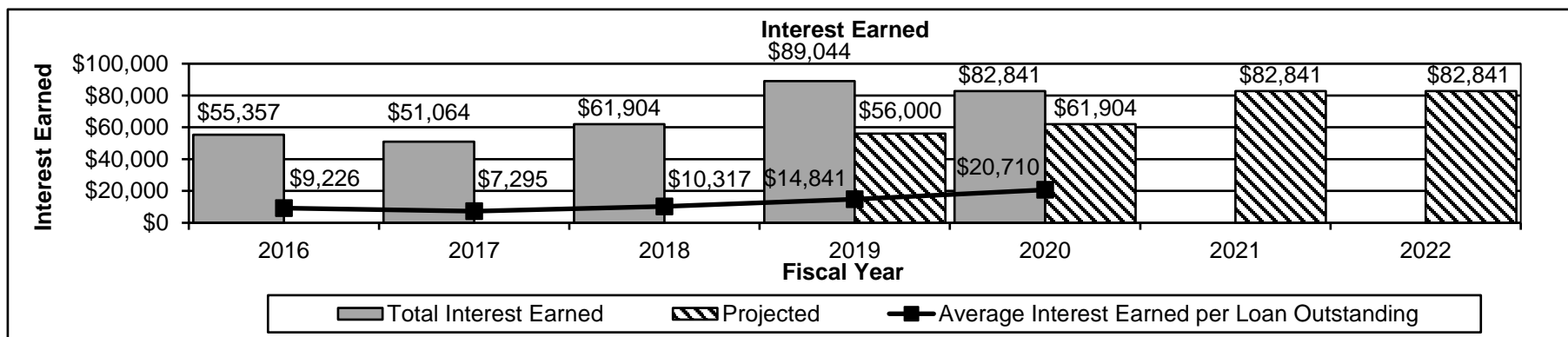
Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

2b. Provide a measure(s) of the program's quality.



Data is collected through a biennial telephone survey conducted by a consultant from interviews of approximately 3,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2021 projection is equal to the 2019 benchmark score of 86 percent. The 2023 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2014, 2016, 2018 and 2020.

2c. Provide a measure(s) of the program's impact.



The high earnings for fiscal years 2019 and 2020 is due to higher interest rates. The 2021 and 2022 projections are based on the interest earned in fiscal year 2020.

PROGRAM DESCRIPTION

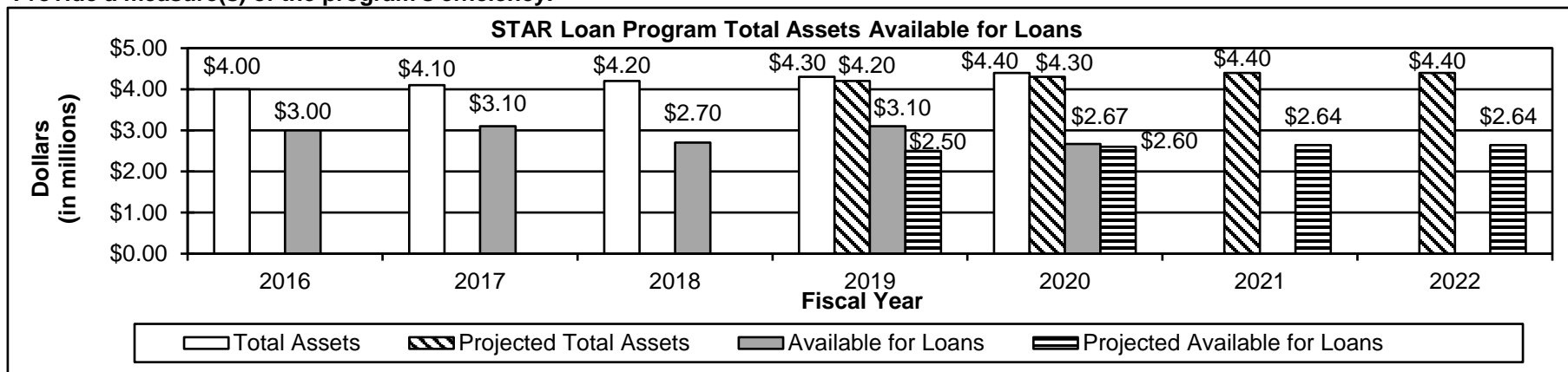
Department of Transportation

HB Section(s): 4.470

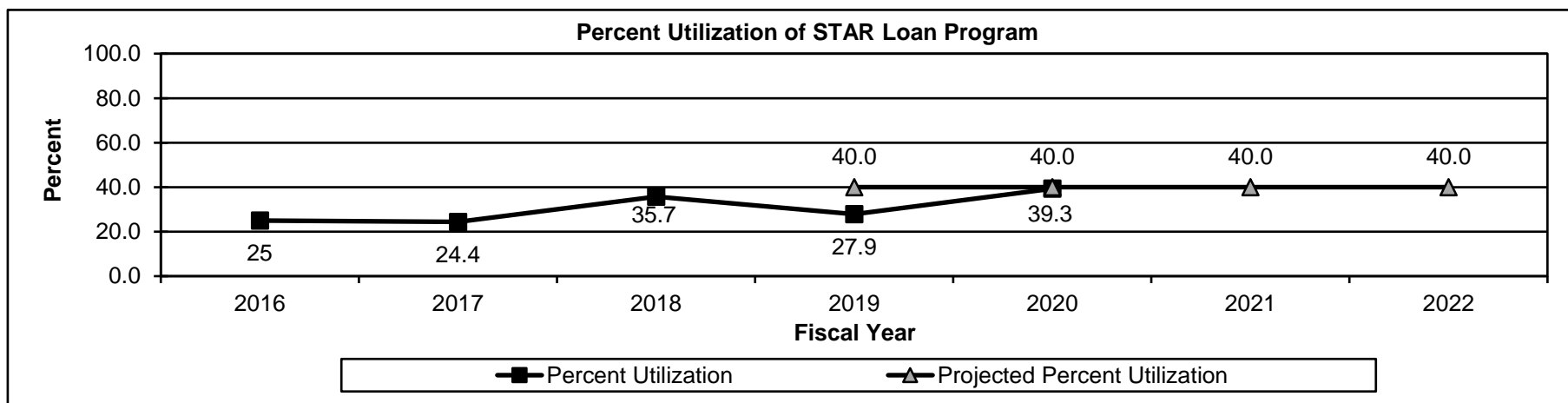
Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

2d. Provide a measure(s) of the program's efficiency.



The 2021 and 2022 projections for total assets are based on the total assets in 2020. The 2021 and 2022 projections for assets available for loans are based on the department's goal of 40 percent utilization.



The 2021 and 2022 projections are based on the department's desired goal of 40 percent utilization.

PROGRAM DESCRIPTION

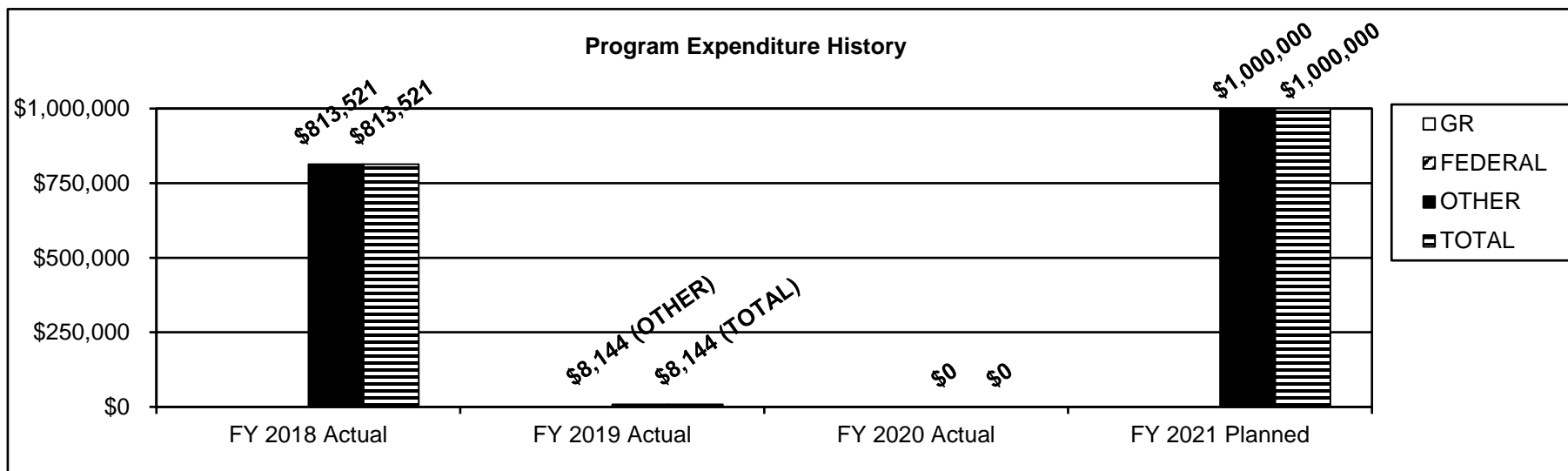
Department of Transportation

HB Section(s): 4.470

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Assistance Revolving Fund (0841)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution and 226.191, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|---|--------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| TRANSIT FUNDS FOR STATE | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| STATE TRANSPORTATION FUND | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 |
| TOTAL - PD | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 |
| TOTAL | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 |
| State Transit Assistance - 1605017 | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 0 | 0.00 | 0 | 0.00 | 6,657,122 | 0.00 | 0 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 6,657,122 | 0.00 | 0 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 6,657,122 | 0.00 | 0 | 0.00 |
| GRAND TOTAL | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 | \$8,367,997 | 0.00 | \$1,710,875 | 0.00 |

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CORE DECISION ITEM

| | | | | | | | | | |
|--|------|---------|-------------|-------------|---|--------------|---------|-------------|-------------|
| Department of Transportation | | | | | Budget Unit: Multimodal Operations | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| Core: Transit Funds for State | | | | | HB Section: 4.475 | | | | |
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | |
| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$1,710,875 | \$1,710,875 | PSD | \$0 | \$0 | \$1,710,875 | \$1,710,875 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$1,710,875 | \$1,710,875 | Total | \$0 | \$0 | \$1,710,875 | \$1,710,875 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | |
| Other Funds: State Transportation Fund (0675) | | | | | Other Funds: State Transportation Fund (0675) | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | |
| This state funded program provides operating assistance to 34 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2022. The funding helps maintain some level of assistance to the public transportation providers in Missouri. | | | | | | | | | |
| The Governor's Recommendation is the same as the department's request. | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | |
| Once the applications are received, grants will be awarded according to the specified criteria in 7 CSR 10-7.030. The program listing below shows the allocations for fiscal year 2021. | | | | | | | | | |
| Public Transit Provider | | | | STF | GR | Total Amount | | | |
| Bi-State Metro (St. Louis) | | | | \$731,499 | \$0 | \$731,499 | | | |
| City of St. Charles | | | | \$8,186 | \$0 | \$8,186 | | | |
| City of Independence | | | | \$16,653 | \$0 | \$16,653 | | | |
| KCATA (Kansas City) | | | | \$323,388 | \$0 | \$323,388 | | | |
| Loop Trolley | | | | \$7,186 | \$0 | \$7,186 | | | |
| Kansas City Streetcar | | | | \$64,678 | \$0 | \$64,678 | | | |
| Springfield (City Utilities) | | | | \$43,225 | \$0 | \$43,225 | | | |
| Sub-Total Large Metro Areas | | | | \$1,194,815 | \$0 | \$1,194,815 | | | |
| Public Transit Provider | | | | STF | GR | Total Amount | | | |
| Cape Girard. Co. Tran. Auth. | | | | \$9,259 | \$0 | \$9,259 | | | |
| City of Columbia | | | | \$31,470 | \$0 | \$31,470 | | | |
| City of Jefferson | | | | \$11,066 | \$0 | \$11,066 | | | |
| City of Joplin | | | | \$11,363 | \$0 | \$11,363 | | | |
| City of St. Joseph | | | | \$19,757 | \$0 | \$19,757 | | | |
| SEMO State Univ. Transit | | | | \$5,426 | \$0 | \$5,426 | | | |
| Sub-Total Small Urban | | | | \$88,341 | \$0 | \$88,341 | | | |

CORE DECISION ITEM

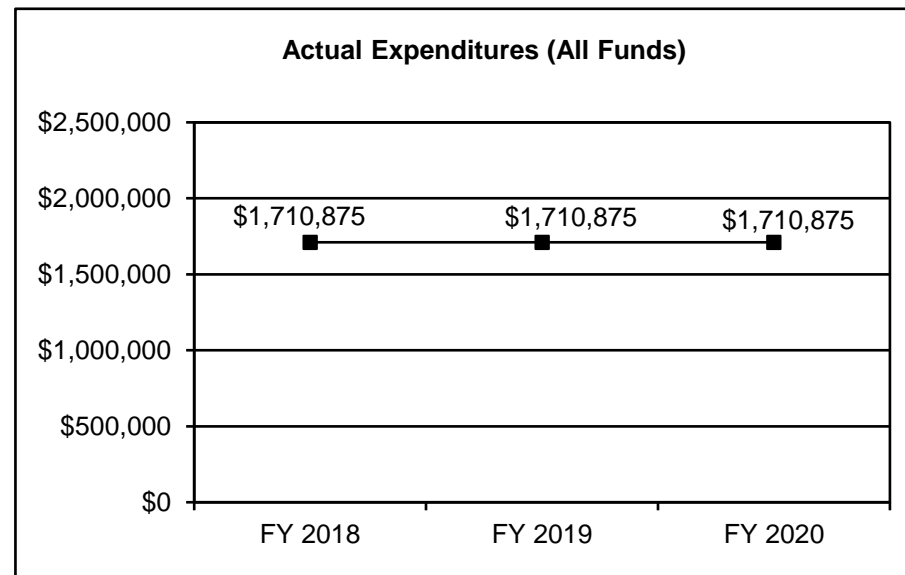
| Department of Transportation | | | Budget Unit: | Multimodal Operations |
|--|--------------------|------------|---------------------|------------------------------|
| Division: Multimodal Operations | | | | |
| Core: Transit Funds for State | | | HB Section: | 4.475 |
| Public Transportation Provider | STF | GR | Total Amount | |
| Cape Girard. Co. Tran. Auth. | \$6,463 | \$0 | \$6,463 | |
| City of Bloomfield | \$952 | \$0 | \$952 | |
| City of Carthage | \$1,931 | \$0 | \$1,931 | |
| City of Clinton | \$1,905 | \$0 | \$1,905 | |
| City of Eldorado Springs | \$1,438 | \$0 | \$1,438 | |
| City of Excelsior Springs | \$1,885 | \$0 | \$1,885 | |
| City of Houston | \$1,129 | \$0 | \$1,129 | |
| City of Lamar | \$1,701 | \$0 | \$1,701 | |
| City of Mt. Vernon | \$1,510 | \$0 | \$1,510 | |
| City of Nevada | \$1,306 | \$0 | \$1,306 | |
| City of New Madrid | \$1,159 | \$0 | \$1,159 | |
| City of West Plains | \$2,317 | \$0 | \$2,317 | |
| Dunklin County Transit Service, Inc. | \$4,966 | \$0 | \$4,966 | |
| Licking Bridge Builders | \$1,195 | \$0 | \$1,195 | |
| Macon Area Chamber of Commerce | \$958 | \$0 | \$958 | |
| Mississippi County Transit System | \$2,776 | \$0 | \$2,776 | |
| OATS, Inc. | \$318,105 | \$0 | \$318,105 | |
| Ray County Transportation | \$6,314 | \$0 | \$6,314 | |
| Ripley County Transit | \$2,877 | \$0 | \$2,877 | |
| Scott County Transportation System | \$2,862 | \$0 | \$2,862 | |
| SERVE | \$6,395 | \$0 | \$6,395 | |
| SMTS, Inc. | \$57,575 | \$0 | \$57,575 | |
| Sub-Total Rural Transit | \$427,719 | \$0 | \$427,719 | |
| Total | \$1,710,875 | \$0 | \$1,710,875 | |

CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Transit Funds for State | HB Section: | 4.475 |

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$1,710,875 | \$1,710,875 | \$1,710,875 | \$1,710,875 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$1,710,875 | \$1,710,875 | \$1,710,875 | N/A |
| Actual Expenditures (All Funds) | \$1,710,875 | \$1,710,875 | \$1,710,875 | N/A |
| Unexpended (All Funds) | \$0 | \$0 | \$0 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |



*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

STATE
TRANSIT FUNDS FOR STATE

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|------------------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,710,875 | 1,710,875 | |
| | Total | 0.00 | 0 | 0 | 1,710,875 | 1,710,875 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,710,875 | 1,710,875 | |
| | Total | 0.00 | 0 | 0 | 1,710,875 | 1,710,875 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,710,875 | 1,710,875 | |
| | Total | 0.00 | 0 | 0 | 1,710,875 | 1,710,875 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|--------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| TRANSIT FUNDS FOR STATE | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 |
| TOTAL - PD | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 | 1,710,875 | 0.00 |
| GRAND TOTAL | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 | \$1,710,875 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.475

Program Name: Transit Funds for State

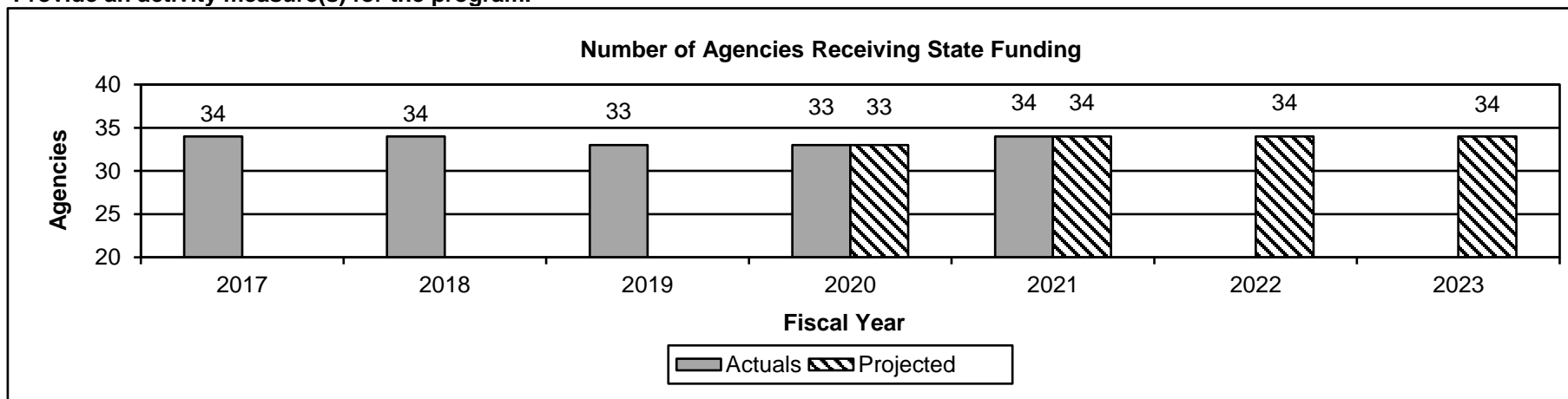
Program is found in the following core budget(s): Transit Funds for State

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This state funded program provides operating assistance to 34 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2021. The funding helps maintain some level of assistance to the public transportation providers in Missouri.

2a. Provide an activity measure(s) for the program.

The 2022 and 2023 projections are based on the number of agencies receiving funding currently in 2021.

PROGRAM DESCRIPTION

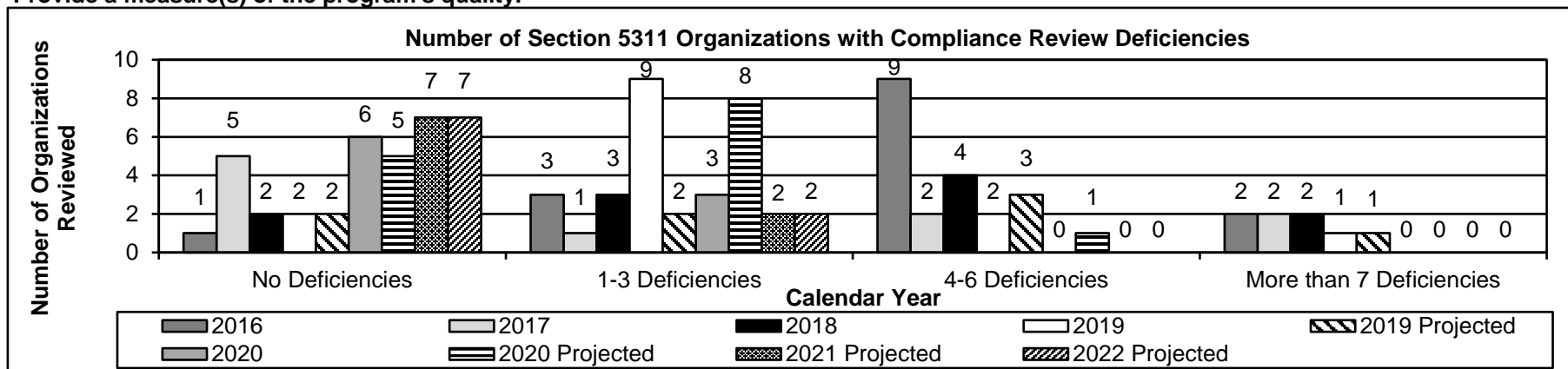
Department of Transportation

HB Section(s): 4.475

Program Name: Transit Funds for State

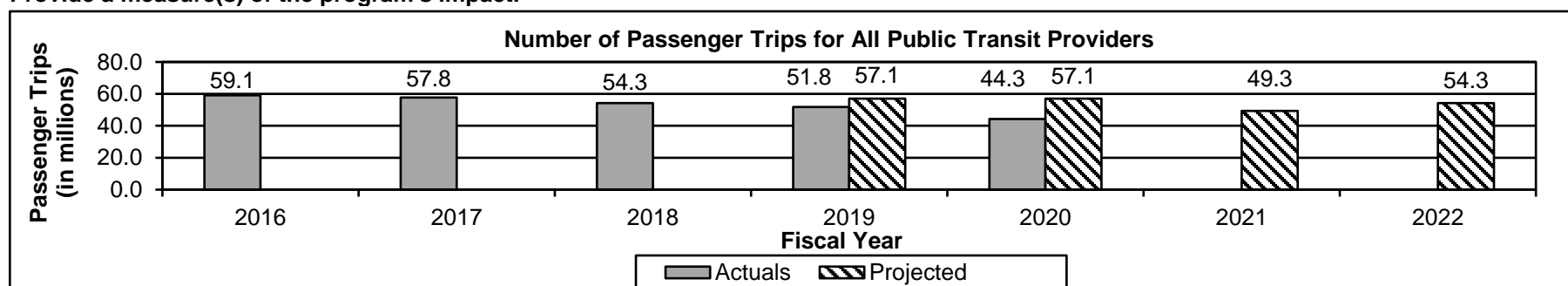
Program is found in the following core budget(s): Transit Funds for State

6b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

2c. Provide a measure(s) of the program's impact.



This graph includes transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding, and in 2020, ridership declined due to the COVID-19 pandemic. The 2021 and 2022 projections are based on ridership returning to the number of passenger trips in 2018.

PROGRAM DESCRIPTION

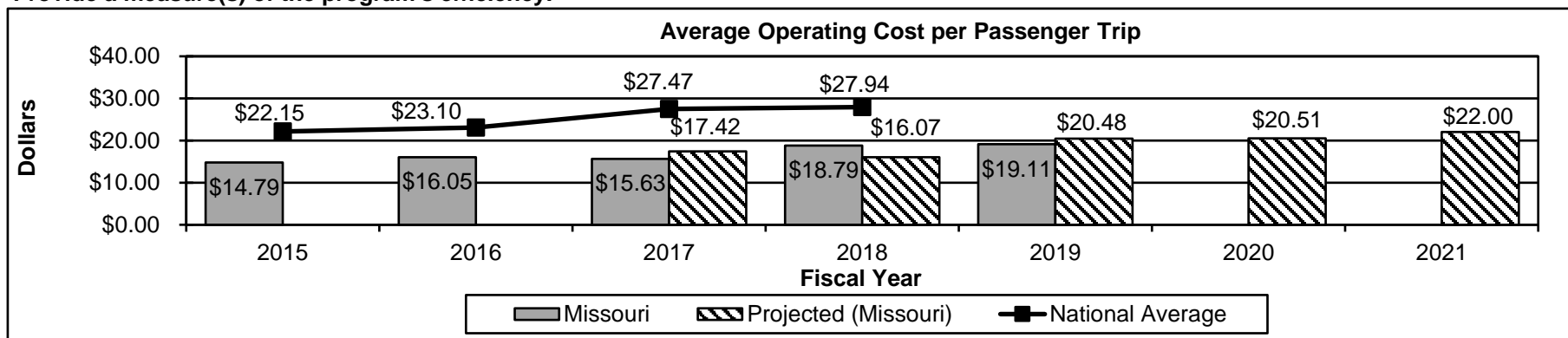
Department of Transportation

HB Section(s): 4.475

Program Name: Transit Funds for State

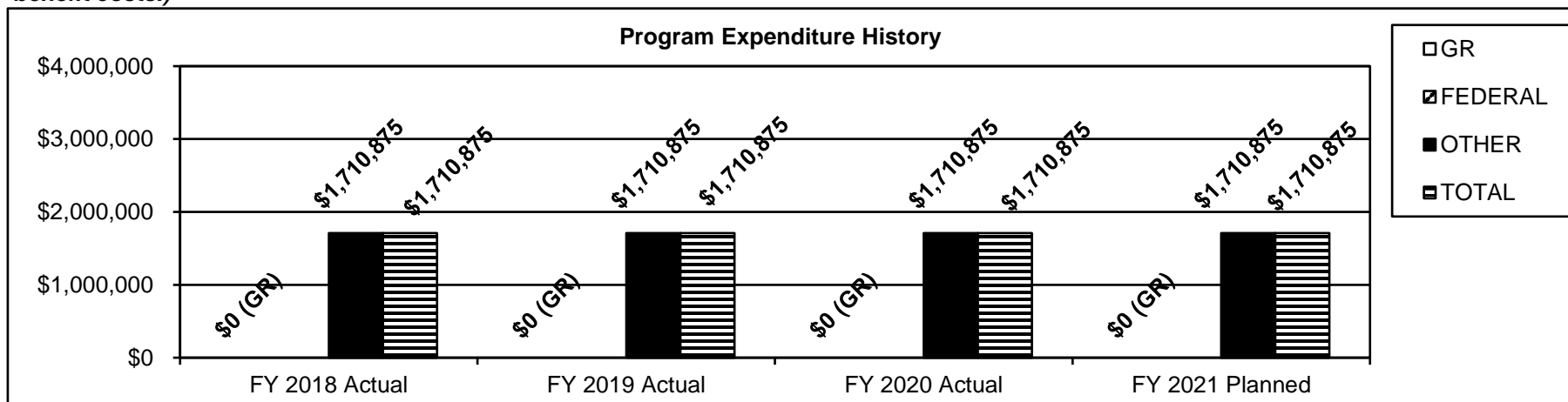
Program is found in the following core budget(s): Transit Funds for State

2d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2020 will not be available until fall of 2021. The fiscal year 2020 and 2021 projections are based on average growth from 2015 to 2019. The national average for 2019 was not available at time of publication and will be released in June of 2021.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.475

Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

4. What are the sources of the "Other " funds?

State Transportation Fund (0675)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 226.195 and 226.225, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM

RANK: 14 OF 14

| | |
|---|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| DI Name: <u>Transit Funds for State Expansion</u> | DI# <u>1605017</u> |
| | HB Section: <u>4.475</u> |

1. AMOUNT OF REQUEST

| | FY 2022 Budget Request | | | |
|-------|------------------------|------------|------------|--------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$6,657,122 | \$0 | \$0 | \$6,657,122 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | <u>\$6,657,122</u> | <u>\$0</u> | <u>\$0</u> | <u>\$6,657,122</u> |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

| | FY 2022 Governor's Recommendation | | | |
|-------|-----------------------------------|------------|------------|------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$0 | \$0 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

| | | |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program | <input type="checkbox"/> Fund Switch |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue |
| <input type="checkbox"/> GR Pick-Up | <input type="checkbox"/> Space Request | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan | Other: _____ | |

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is requested to help defray operating and capital costs for public transportation providers. The Missouri State Transit Assistance program is one of the smallest state programs nationally. These funds have been used for operating assistance to help subsidize transit operating deficits for public transit agencies throughout the state. The funds are also eligible for capital expenditures such as buses and bus facilities (for example bus administrative and maintenance facilities, passenger shelters, etc.). Additional funding may help facilitate capital items, consistent with Transit Asset Management (TAM) plan goals and objectives.

The Governor's Recommendation did not include funding for this item.

NEW DECISION ITEM

RANK: 14 OF 14

| | | | | | | | | | |
|---|--|--|--|---|--|--------------------------|--|--|--|
| Department of Transportation | | | | Budget Unit: Multimodal Operations | | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| DI Name: Transit Funds for State Expansion | | | | DI# 1605017 | | HB Section: 4.475 | | | |

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

Operating assistance for the public transportation providers within the state of Missouri is significantly underfunded. MoDOT has seen an increase in state transit operating assistance requests through the provider application process. If appropriated, this \$6.7 million increase will be passed on to local public transit agencies to help defray operating costs. This additional funding is needed to bring the amount of state transit assistance up to the annual funding level provided in fiscal years 2000, 2001 and 2002.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

| Budget Object Class/Job Class | Dept Req GR DOLLARS | Dept Req GR FTE | Dept Req FED DOLLARS | Dept Req FED FTE | Dept Req OTHER DOLLARS | Dept Req OTHER FTE | Dept Req TOTAL DOLLARS | Dept Req TOTAL FTE | Dept Req One-Time DOLLARS |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$6,657,122 | | | | | | \$6,657,122 | | |
| Total PSD | \$6,657,122 | | \$0 | | \$0 | | \$6,657,122 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$6,657,122 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$6,657,122 | 0.0 | \$0 |

NEW DECISION ITEM

RANK: 14 OF 14

| Department of Transportation | | | Budget Unit: <u>Multimodal Operations</u> | | | | | | |
|--|--------------------------|----------------------|---|--------------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------|
| Division: Multimodal Operations | | | | | | | | | |
| DI Name: Transit Funds for State Expansion | | | DI# 1605017 | HB Section: <u>4.475</u> | | | | | |
| Budget Object Class/Job Class | Gov Rec GR DOLLARS | Gov Rec GR FTE | Gov Rec FED DOLLARS | Gov Rec FED FTE | Gov Rec OTHER DOLLARS | Gov Rec OTHER FTE | Gov Rec TOTAL DOLLARS | Gov Rec TOTAL FTE | Gov Rec One-Time DOLLARS |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$0 | | | | | | \$0 | | |
| Total PSD | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |

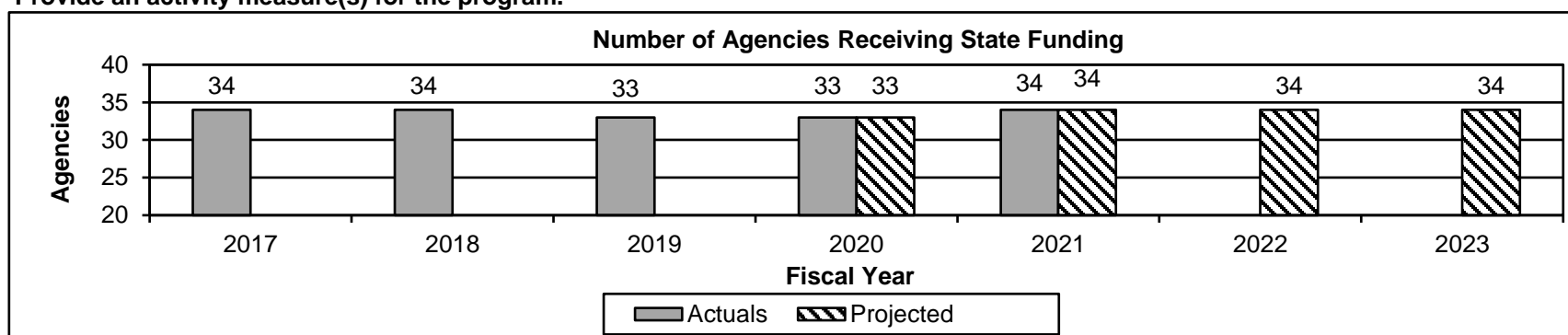
NEW DECISION ITEM
RANK: 14 OF 14

Department of Transportation
Division: Multimodal Operations
DI Name: Transit Funds for State Expansion **DI# 1605017**

Budget Unit: Multimodal Operations
HB Section: 4.475

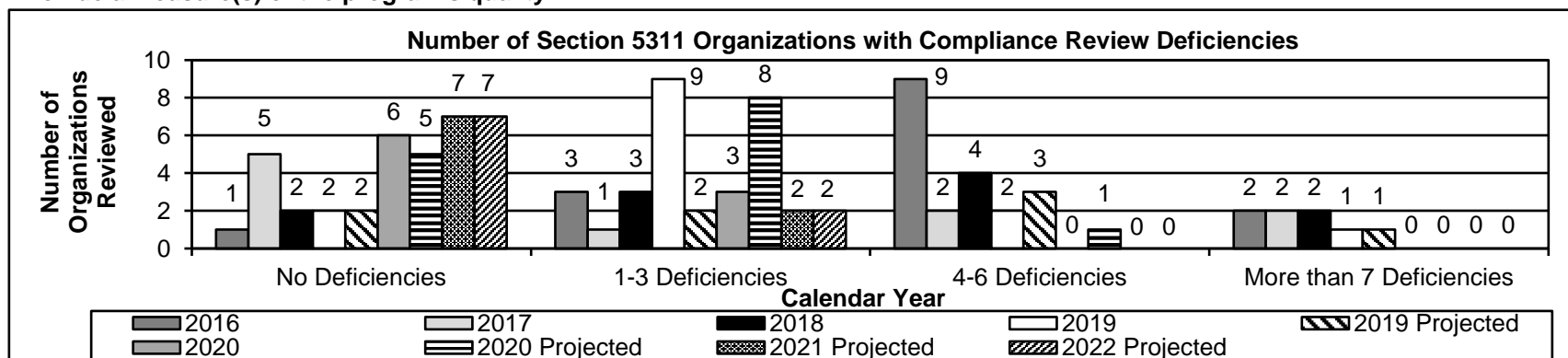
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2022 and 2023 projections are based on the number of agencies receiving funding currently in 2021 and would not be impacted by additional funding.

6b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

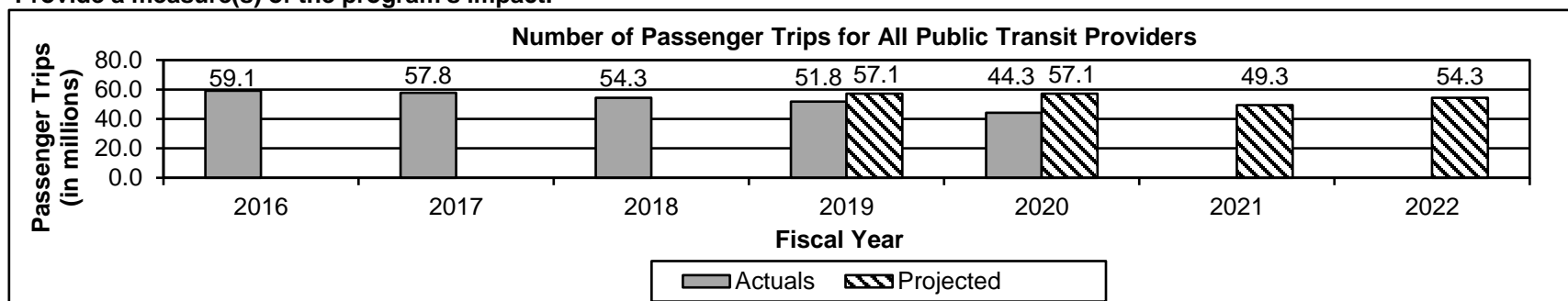
NEW DECISION ITEM

RANK: 14 OF 14

Department of Transportation
 Division: Multimodal Operations
 DI Name: Transit Funds for State Expansion DI# 1605017

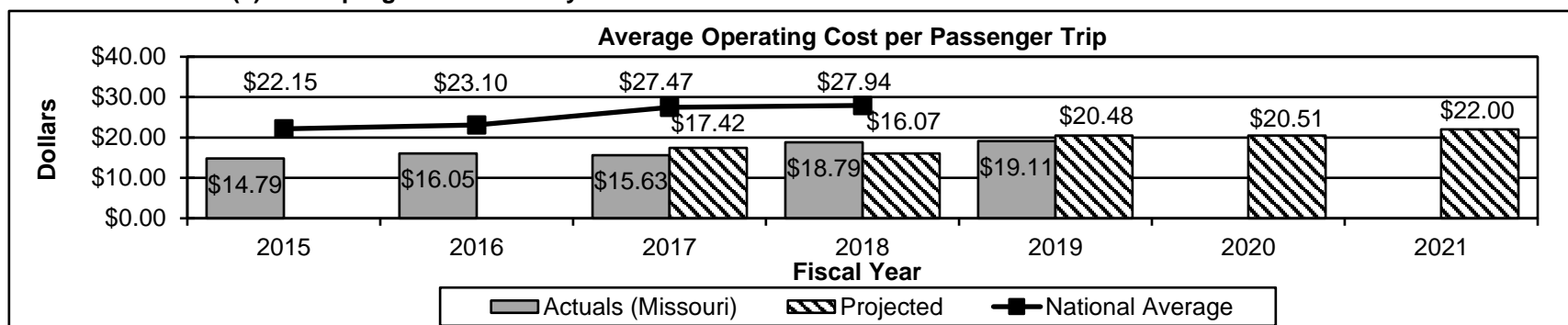
Budget Unit: Multimodal Operations
 HB Section: 4.475

6c. Provide a measure(s) of the program's impact.



This graph includes transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding, and in 2020, ridership declined due to the COVID-19 pandemic. The 2021 and 2022 projections are based on ridership returning to the number of passenger trips in 2018.

6d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2020 will not be available until fall of 2021. The fiscal year 2020 and 2021 projections are based on average growth from 2015 to 2019. The national average for 2019 was not available at time of publication and will be released in June of 2021.

NEW DECISION ITEM

RANK: 14 OF 14

| | | |
|---|--------------------|---|
| Department of Transportation | | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | | |
| DI Name: <u>Transit Funds for State Expansion</u> | DI# <u>1605017</u> | HB Section: <u>4.475</u> |

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Provide sufficient state operating assistance subsidies to public transit agencies across the state to ensure the operation of a reliable and convenient transportation system.

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| TRANSIT FUNDS FOR STATE | | | | | | | | |
| State Transit Assistance - 1605017 | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 0 | 0.00 | 6,657,122 | 0.00 | 0 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 6,657,122 | 0.00 | 0 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$0 | 0.00 | \$6,657,122 | 0.00 | \$0 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$6,657,122 | 0.00 | | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | | 0.00 |

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|--|--------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MO ELDRLY & HDCPD TRAN ASST P | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 1,673,756 | 0.00 | 1,725,522 | 0.00 | 1,725,522 | 0.00 | 1,725,522 | 0.00 |
| STATE TRANSPORTATION FUND | 853,625 | 0.00 | 1,274,478 | 0.00 | 1,274,478 | 0.00 | 1,274,478 | 0.00 |
| TOTAL - PD | 2,527,381 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 |
| TOTAL | 2,527,381 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 |
| GRAND TOTAL | \$2,527,381 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 |

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1. CORE FINANCIAL SUMMARY

| | FY 2022 Budget Request | | | |
|--------------|------------------------|------------|--------------------|--------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$1,725,522 | \$0 | \$1,274,478 | \$3,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$1,725,522 | \$0 | \$1,274,478 | \$3,000,000 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

Notes:

2. CORE DESCRIPTION

The MEHTAP program is a state funded program that provides operating assistance to Missouri's 10 Area Agencies on Aging (AAA) and approximately 150 governmental and/or not-for-profit organizations statewide that offer or utilize transportation services for senior citizens and individuals with disabilities. Actual allocation amounts are dependent on the total number of grant applications received, as well as any new qualified applicants that might enter the program for the first time in fiscal year 2022.

The distribution of funds to eligible transportation service providers shall be determined by evaluating factors, including need for service, trip purpose, effectiveness based on yearly statistical cost per mile and one-way passenger trips and availability of alternative services.

The Governor's Recommendation is the same as the department's request.

Budget Unit: Multimodal Operations

HB Section: 4.485

FY 2022 Governor's Recommendation

| | GR | Federal | Other | Total |
|--------------|--------------------|------------|--------------------|--------------------|
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$1,725,522 | \$0 | \$1,274,478 | \$3,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$1,725,522 | \$0 | \$1,274,478 | \$3,000,000 |

| | | | | |
|------------|-------------|-------------|-------------|-------------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|------------|-------------|-------------|-------------|-------------|

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

Notes:

CORE DECISION ITEM

| | |
|---|--|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| Core: <u>Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)</u> | HB Section: <u>4.485</u> |
| 3. PROGRAM LISTING (list programs included in this core funding) | |
| The following is a list of transit grant recipients for fiscal year 2022 (draft list): | |
| Aging Ahead | Crawford County Board for People with Developmental Disabilities |
| All About Family 1 | Current River Sheltered Workshop |
| Area Agency on Aging, Region X | Developmental Disabilities Resource Board of Clay County |
| Association of Group Homes for Nodaway County, Inc. | Developmental Disabilities Services of Jackson County |
| Bi-County Service, Inc. | Developmental Services of Franklin County |
| Big Springs Sheltered Workshop, Inc. | Disability Resource Association, Inc. |
| Boone Center Workshop, Inc. | Disabled Citizens Alliance for Independence, Inc. |
| Bootheel Counseling Services, Inc. | District III Area Agency on Aging |
| Burrell, Inc. | DOCO Incorporated |
| Butler County Community Resource Council | Douglass Community Services, Inc. |
| Camden County Senate Bill 40 Board | Emmaus Homes, Inc. |
| Cape Girardeau Community Sheltered Workshop | Enrichment Services of Dent County, Inc. |
| Capital City Area Council for Special Services | Faith Tabernacle World Outreach, Inc. |
| Cardinal Ritter Senior Services | Five Star Senior Center |
| Casco Area Workshop, Inc. | Fun and Friends of Thayer Area |
| Center for Developmentally Disabled | Gateway Chapter Paralyzed Veterans of America, Inc. |
| Center for Human Services | Gateway Industries of Eldon |
| Central Missouri Area Agency on Aging | Golden Echoes of Steelville, Inc. |
| Central Missouri Community Action | Golden Valley Memorial Hospital |
| Cerebral Palsy of Tri-County | Good Samaritan Independent Living, Inc. |
| Chariton County Sheltered Workshop, Inc. | Good Shepherd Nursing Home District |
| City of Sugar Creek | Great Circle, Inc. |
| City Seniors, Inc. | Grundy County Senate Bill 40 Board |
| Community Counseling Center | Guadalupe Centers, Inc. |
| Community Living, Inc. | Harrison County Community Hospital District |
| Community Opportunities for People with Developmental Disabilities | Harrison County Sheltered Workshop Association |
| Community Sheltered Workshop, Inc. | Harry S. Truman Children's Neurological Center |
| Comprehensive Mental Health Services, Inc. | Higbee Senior Citizens Center |
| Concerned Citizens for the Community, Inc. | High Hope Employment Services, Inc. |
| Council of Churches of the Ozarks, Inc. | Ideal Industries, Inc. |
| Cox Barton County Hospital | Independence Center |

CORE DECISION ITEM

| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
|---|---|
| Division: <u>Multimodal Operations</u> | |
| Core: <u>Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)</u> | HB Section: <u>4.485</u> |
| <p>Independent Living Center of Mid-Missouri, Inc. Independent Living Center, Inc. ITN St. Charles Jasper County Sheltered Facilities Association, Inc. Johnson County Board of Services KCATA RideKC Connection Kingdom House Knox County Nursing Home District Laclede Early Education Program Laclede Industries Lafayette County Board of Sheltered Services Lake of the Ozarks Developmental Center, Inc. Lamar Community Betterment Council, Inc. Learning Opportunities / Quality Works, Inc. Life Center for Independent Living - Life, Inc. Lifebridge Partnership Lincoln County Council on Aging Macon County Sheltered Workshop Madison CO Council for Developmentally Disabled, Inc. Manufacturers Assistance Group Marion County Services, Inc. Mark Twain Association for Mental Health, Inc. Mennonite Home Association, Inc. Mid-America Regional Council Mississippi County Transit System Moniteau County Senate Bill 40 Board Monroe City Sheltered Workshop Montgomery County Senate Bill 40 Board New Horizons Community Support Services, Inc. NOCOMO Industries, Inc. North Central Missouri Mental Health Center Northeast Missouri Area Agency on Aging Northside Youth And Senior Service Center, Inc.</p> | <p>Northwest Communities Development Corporation Northwest Missouri Area Agency on Aging Northwest Missouri Industries, Inc. OATS, Inc. Opportunity Sheltered Industries, Inc. Opportunity Workshop, Inc. Oregon County Sheltered Workshop Osage County Community Living Ozark Independent Living Ozark Sheltered Industries, Inc. Ozarks Area Community Action Corporation Paraquad, Inc. Pemiscot Progressive Industries, Inc. Pike County Agency for Developmental Disabilities Pike County Sheltered Workshop, Inc. Platte County Board of Services for the Developmentally Disabled Platte Senior Services, Inc. Platte County Senior Citizens Service Fund Board Pony Bird, Inc. Productive Living Board for St. Louis Co. Citizens with Developmental Disabilities Quality Industries of the Lake of the Ozarks Rainbow Center for Communicative Disorders Ray County Board of Services for the DD ReDiscover Reynolds County Sheltered Workshop, Inc. Rolling Hills Creative Living, Inc. Scenic Rivers Industries, Inc. Semo Alliance For Disability Independence, Inc. Senior Adult Services, Inc. Senior Age (SW) Area Agency on Aging Senior Citizens of Mountain View, Missouri, Inc. Services for Extended Employment Southeast Missouri Area Agency on Aging</p> |

CORE DECISION ITEM

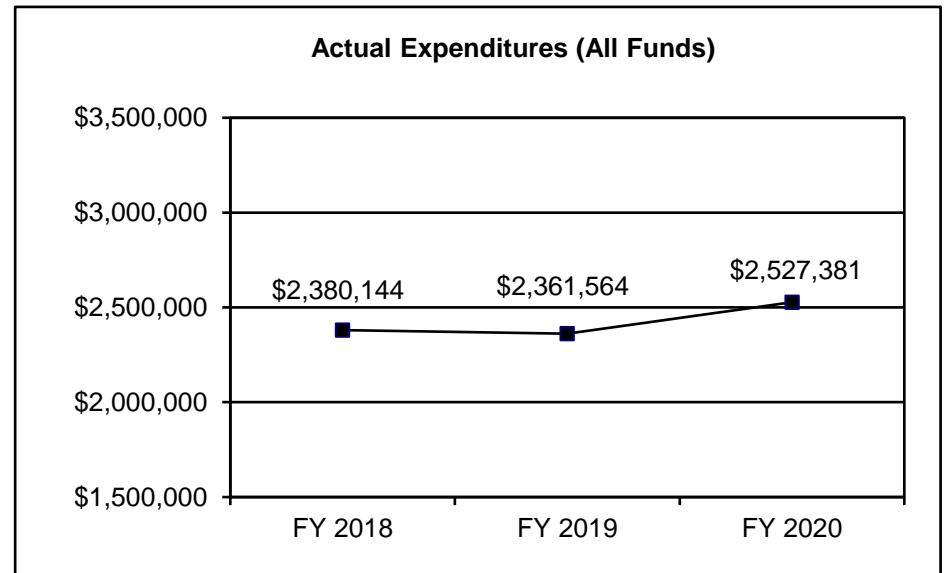
| | |
|--|---|
| Department of Transportation | Budget Unit: Multimodal Operations |
| Division: Multimodal Operations | |
| Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) | HB Section: 4.485 |
| Southeast Missouri State University Southeast Missouri Transportation Services (SMTS) Southside Senior Citizen Center Specialty Industries of St Joseph, Inc. St. Elizabeth Adult Day Care Center, Inc. St. Francois County Board for Developmentally Disabled St. Louis Area Agency on Aging St. Louis Care & Counseling Services, Inc. St. Louis Life St. Louis Office for Developmental Disability Resources Stoddard County Sheltered Facilities Board of Directors SunnyHill, Inc. Terrace Gardens Retirement Center, Inc. The Arc of the Ozarks The Children's Place The Salvation Army The State of the Art School for the DD Three Rivers Sheltered Industries, Inc. Unique Services, Inc. Unlimited Opportunities, Inc. Warren County Handicapped Services, Inc. Warren County Sheltered Workshop, Inc. Washington County Board for the Handicapped Web-Co Custom Industries, Inc. West-Central Independent Living Solutions Wider Opportunities, Inc. Willow Health Care, Inc. Worth County Convalescent Center | |

CORE DECISION ITEM

| | |
|--|---|
| Department of Transportation | Budget Unit: Multimodal Operations |
| Division: Multimodal Operations | |
| Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) | HB Section: 4.485 |

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$2,468,607 | \$2,468,607 | \$3,000,000 | \$3,000,000 |
| Less Reverted (All Funds) | (\$35,824) | (\$35,824) | (\$51,766) | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$2,432,783 | \$2,432,783 | \$2,948,234 | N/A |
| Actual Expenditures (All Funds) | \$2,380,144 | \$2,361,564 | \$2,527,381 | N/A |
| Unexpended (All Funds) | \$52,639 | \$71,219 | \$420,853 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$52,639 | \$71,219 | \$420,853 | N/A |



*Restricted amount is N/A

Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

STATE
MO ELDRLY & HDCPD TRAN ASST P

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|------------------|----------|------------------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 1,725,522 | 0 | 1,274,478 | 3,000,000 | |
| | Total | 0.00 | 1,725,522 | 0 | 1,274,478 | 3,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 1,725,522 | 0 | 1,274,478 | 3,000,000 | |
| | Total | 0.00 | 1,725,522 | 0 | 1,274,478 | 3,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 1,725,522 | 0 | 1,274,478 | 3,000,000 | |
| | Total | 0.00 | 1,725,522 | 0 | 1,274,478 | 3,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|--|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| MO ELDRLY & HDCPD TRAN ASST P | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 2,527,381 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 |
| TOTAL - PD | 2,527,381 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 |
| GRAND TOTAL | \$2,527,381 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 |
| GENERAL REVENUE | \$1,673,756 | 0.00 | \$1,725,522 | 0.00 | \$1,725,522 | 0.00 | \$1,725,522 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$853,625 | 0.00 | \$1,274,478 | 0.00 | \$1,274,478 | 0.00 | \$1,274,478 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.485

Program Name: MEHTAP

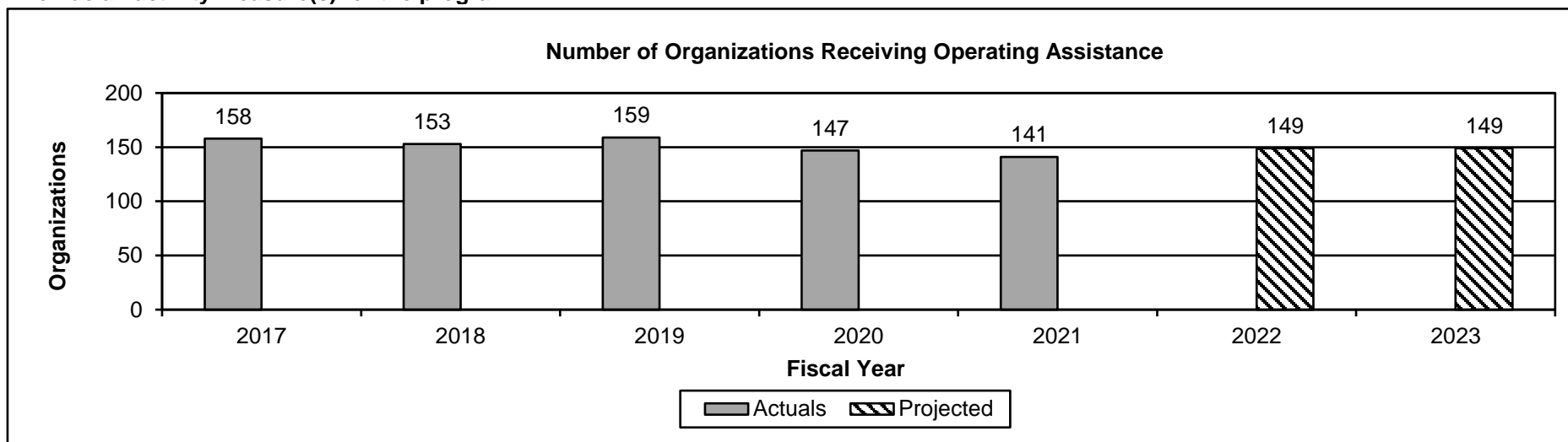
Program is found in the following core budget(s): MEHTAP

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The MEHTAP program is a state funded program that provides operating assistance to Missouri's 10 Area Agencies on Aging (AAA) and approximately 150 governmental and/or not-for-profit organizations statewide that offer or utilize transportation services for senior citizens and individuals with disabilities. In fiscal year 2020, there were a total of 3,896,979 rides in the MEHTAP program for the elderly and individuals with disabilities.

2a. Provide an activity measure(s) for the program.

The 2021 and 2022 projections are based off of the average of the last three fiscal years of agencies receiving operating assistance.

PROGRAM DESCRIPTION

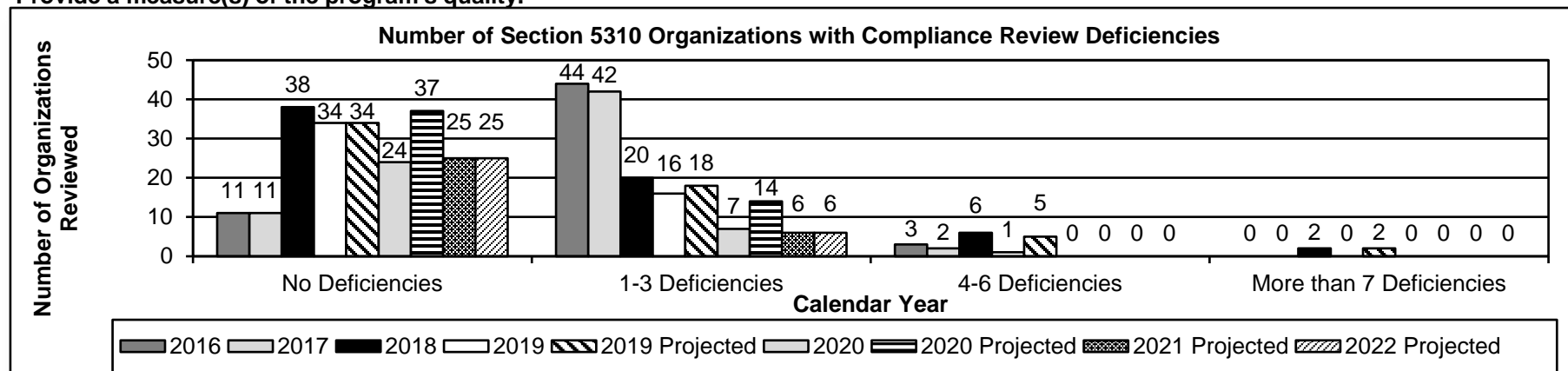
Department of Transportation

HB Section(s): 4.485

Program Name: MEHTAP

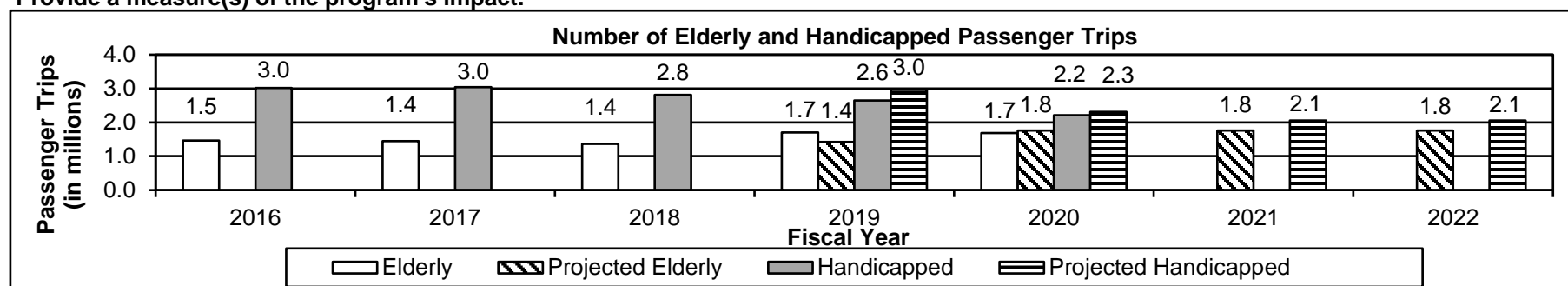
Program is found in the following core budget(s): MEHTAP

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

2c. Provide a measure(s) of the program's impact.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. Missouri experienced an average yearly increase of 3.3 percent for elderly trips and an average yearly decrease of 6.7 percent for handicapped trips per year between 2016 and 2020. The 2021 and 2022 projections are based on projecting a 3.3 percent increase for elderly trips and 6.7 percent decrease for handicapped trips over fiscal year 2020 actual trips.

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.485

Program Name: MEHTAP

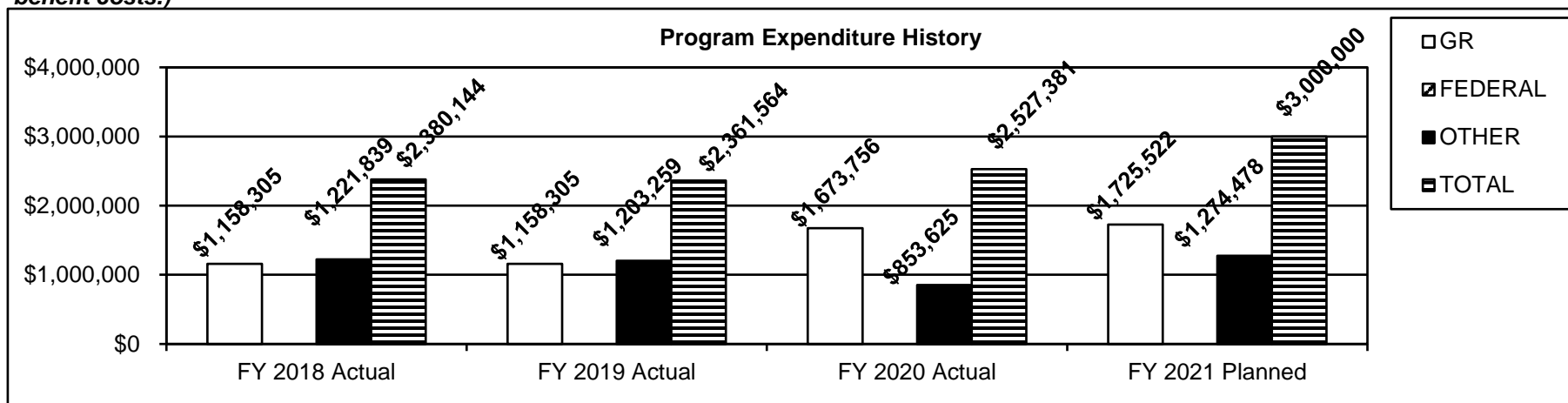
Program is found in the following core budget(s): MEHTAP

2d. Provide a measure(s) of the program's efficiency.

| Average Cost per Trip for Mobility Services to Seniors & Persons with Disabilities | | | | | | | |
|--|---------|---------|---------|---------|---------|---------|---------|
| | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 |
| Actual | \$8.32 | \$8.80 | \$8.49 | \$8.70 | \$9.48 | | |
| Projected | | | | \$8.54 | \$8.66 | \$8.89 | \$8.89 |

The 2021 and 2022 projections are based on the average of the last three years of actuals.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.485

Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

4. What are the sources of the "Other " funds?

State Transportation Fund (0675)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c) MO Constitution, 33.543, 208.255 and 226.225, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|-------------------------------------|--------------------|----------------|---------------------|----------------|---------------------|-----------------|---------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| CAPITAL IMPR - SEC 5310 (16) | | | | | | | | |
| CORE | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 |
| TOTAL - EE | 0 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 3,451,025 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 |
| TOTAL - PD | 3,451,025 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 |
| TOTAL | 3,451,025 | 0.00 | 10,600,000 | 0.00 | 10,600,000 | 0.00 | 10,600,000 | 0.00 |
| GRAND TOTAL | \$3,451,025 | 0.00 | \$10,600,000 | 0.00 | \$10,600,000 | 0.00 | \$10,600,000 | 0.00 |

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CORE DECISION ITEM

| Department of Transportation Division: Multimodal Operations Core: CI - Elderly & Disab. Transit Sec. 5310 | Budget Unit: Multimodal Operations HB Section: 4.480 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|------------------------|-------------|---------------------|--|--|----|---------|-------|-------|----|-----|-----|-----|-----|----|-----|-----------|-----|-----------|-----|-----|--------------|-----|--------------|-----|-----|-----|-----|-----|--------------|------------|---------------------|------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|--|--|--|--|--|--|--|-----------------------------------|--|--|--|--|----|---------|-------|-------|----|-----|-----|-----|-----|----|-----|-----------|-----|-----------|-----|-----|--------------|-----|--------------|-----|-----|-----|-----|-----|--------------|------------|---------------------|------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|--|--|--|--|--|
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2022 Budget Request</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$300,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$300,000</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,300,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,300,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,600,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,600,000</td> </tr> <tr> <td>FTE</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>HB 4</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td colspan="5"> <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> </td> </tr> </tbody> </table> <p>Other Funds:</p> <p>Notes:</p> | | FY 2022 Budget Request | | | | | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$300,000 | \$0 | \$300,000 | PSD | \$0 | \$10,300,000 | \$0 | \$10,300,000 | TRF | \$0 | \$0 | \$0 | \$0 | Total | \$0 | \$10,600,000 | \$0 | \$10,600,000 | FTE | 0.00 | 0.00 | 0.00 | 0.00 | HB 4 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2022 Governor's Recommendation</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$300,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$300,000</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,300,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,300,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,600,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,600,000</td> </tr> <tr> <td>FTE</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>HB 4</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td colspan="5"> <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> </td> </tr> </tbody> </table> <p>Other Funds:</p> <p>Notes:</p> | | FY 2022 Governor's Recommendation | | | | | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$300,000 | \$0 | \$300,000 | PSD | \$0 | \$10,300,000 | \$0 | \$10,300,000 | TRF | \$0 | \$0 | \$0 | \$0 | Total | \$0 | \$10,600,000 | \$0 | \$10,600,000 | FTE | 0.00 | 0.00 | 0.00 | 0.00 | HB 4 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |
| | FY 2022 Budget Request | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GR | Federal | Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | \$0 | \$300,000 | \$0 | \$300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PSD | \$0 | \$10,300,000 | \$0 | \$10,300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRF | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$0 | \$10,600,000 | \$0 | \$10,600,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 4 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 5 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | FY 2022 Governor's Recommendation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GR | Federal | Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | \$0 | \$300,000 | \$0 | \$300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PSD | \$0 | \$10,300,000 | \$0 | \$10,300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRF | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$0 | \$10,600,000 | \$0 | \$10,600,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 4 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 5 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2. CORE DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>The Section 5310 program provides funding to transportation service providers for capital and operating projects that enhance the mobility of senior citizens and persons with disabilities that have limited access to their communities (medical, employment, shopping, etc.) where public transportation is unavailable, insufficient or inappropriate.</p> <p>The allocation to Missouri is based on the disabled population in the state. MoDOT administers the grants that support mobility projects in the rural as well as the small urbanized areas of the state.</p> <p>The Governor's Recommendation is the same as the department's request.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. PROGRAM LISTING (list programs Included in this core funding) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Eligible organizations are listed:</p> <p>Access II - Independent Living Center</p> <p>Adult Day Activity Personal Training (ADAPT)</p> <p>All About Family 1</p> | <p>Alternative Community Training</p> <p>Amanda Luckett Murphy Hopewell Mental Health Center</p> <p>ARC of the Ozarks</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CORE DECISION ITEM

| | |
|---|--|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations | |
| Core: CI - Elderly & Disab. Transit Sec. 5310 | HB Section: <u>4.480</u> |
| Arthur Center Audrain Developmental Disability Services Barry-Lawrence Developmental Center Big Springs Sheltered Workshop Boone Center Inc. Bootheel Counseling Service Burrell, Inc. Cape Girardeau Community Sheltered W/S d/b/a VIP Industries Cape Girardeau County Transit Authority Capital City Area Council for Special Services Cardinal Ritter Senior Services Carondelet Long Term Care Facilities, Inc. - St Mary's Manor Carroll County Memorial Hospital Casco Area Workshop Center for Developmentally Disabled Center for Head Injury Services Cerebral Palsy of Tri-County Champ Clark ACC d/b/a The Learning Center Chariton County Sheltered Workshop, Inc. Chariton Valley Association for Handicapped Citizens, Inc. Child Advocacy Services Center - The Children's Place Children's Therapy Center of Pettis County, Inc. Choices for People Center City of Bellefontaine Neighbors City of Hazelwood City of Jefferson City of Jennings City of Maplewood City of Sugar Creek City Seniors, Inc. Clinco Sheltered Industries, Inc. Cole County Residential Serv., Inc. Community Counseling Center | Community Living, Inc. Community Opportunities for People with Developmental Disabilities Community Sheltered Workshop, Inc. Compass Health: Pathways Community Behavioral Healthcare, Inc. Comprehensive Mental Health Services, Inc. Concerned Care, Inc. Council of Churches of the Ozarks Crawford County Board for People with Developmental Disabilities Crider Center for Mental Health Current River Sheltered Workshop Disability Resources Associates Don Bosco Community Center, Inc. East Central Missouri Easterseals Midwest Emmaus Homes, Inc. Enrichment Services of Dent County, Inc. Family Guidance Center for Behavioral Health Five Star Senior Center Fun & Friends of Thayer Area Gambrell Gardens Gateway Chapter Paralyzed Veterans of America, Inc. Gateway Industries of Eldon Good Shepherd Nursing Home District Great Circle Grundy Co. Senate Bill 40 Board Guadalupe Centers, Inc. Harrison County Sheltered Workshop Harry S. Truman Children's Mercy Hospital Healthcare Coalition of Lafayette County Heartland Health System I-70 Medical Center Auxiliary Ideal Apartment Housing Independence Center |

CORE DECISION ITEM

| Department of Transportation | Budget Unit: Multimodal Operations |
|---|--|
| Division: Multimodal Operations | |
| Core: CI - Elderly & Disab. Transit Sec. 5310 | HB Section: 4.480 |
| Independent Living Center, Inc. ITN St. Charles Jasper County Sheltered Facilities Association Jefferson County Community Partnership Jewish Community Center Association Johnson County Board of Services Knox County Nursing Home District Laclede Industries Lafayette County Board of Sheltered Services Lake of the Ozarks Developmental Center Laplata Nursing Home Learning Opportunities Quality Works, Inc. LIFE Center for Independent Living Lifebridge Partnership Living Community - St. Joseph Livingston County Nursing Home District Macon County Commission for Developmentally Disabled Citizens Macon County Nursing Home d/b/a Lock Haven Macon County Sheltered Workshop - Diversified Industries Madison County Council on DD/MCCDD Manufactures Assistance Group, Inc. Marion County Board of Services for Developmental Disabilities Mark Twain Association for Mental Health Mattie Rhodes Memorial Society Metropolitan Senior Citizens d/b/a St. Louis Activity Center Miller County Board for Services For Developmental Disabilities Missouri Rural Health Association Moniteau County Senate Bill 40 Board Monroe City Sheltered Workshop Montgomery County SB40 New Horizons Community Support Service NextStep for Life, Inc. North Central Missouri Mental Health Center | Northside Youth and Senior Service Center, Inc. Northwest Communities Development Corp. Northwest Missouri Industries, Inc. OATS Inc. Opportunity Workshop, Inc. Osage County Community Living Inc. Ozark Center Transportation Ozark Senior Center Ozark Valley Community Service (OVCS) Ozarks Medical Center Behavioral Healthcare Paraquad, Inc. Pemiscot Progressive Industries, Inc. Peter & Paul Community Service Phelps County Regional Medical Center Pike County Agency for Developmental Disabilities Pineview Manor, Inc. Platte County Board of Services for Developmental Disabilities Pony Bird, Inc. Preferred Family Healthcare d/b/a Preferred Community Services Quality Industries of the Lake of the Ozarks Rainbow Center for Communicative Disorders Ray County Board of Services for the Developmentally Disabled Ray County Transportation Inc. Reynolds County Sheltered Workshop Rolling Hills Creative Living, Inc. Ruth Jensen Village Residential Services, Inc. SEMO - Alliance for Disability Independence Corp. Senior Adult Services Senior Citizens of Mountain View SERVE Inc. Services for Extended Employment Sheltered Industries of Meramec Valley/Empac Inds Sherwood Center for the Exceptional Child |

CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: CI - Elderly & Disab. Transit Sec. 5310 | HB Section: | 4.480 |
| Southeast Missouri Transportation Service St. Elizabeth Adult Day Care Center St. Francois County Board for Developmental Disabilities St. Genevieve County Sheltered Workshop Incorporated St. Louis ARC St. Louis Life Stoddard County ARC Sunnyhill, Inc. Swope Health Services d/b/a Model Cities Health Corp of KC Truman Medical Centers Union Senior Center Transportation, Inc. Unique Services, Inc. United Enterprises, Inc. Unlimited Opportunities, Inc. Warren County Handicapped Services Warren County Sheltered Workshop Washington County Board for the Handicapped Webco Custom Industries Incorporated West Plains Transit System Wider Opportunities Willow Health Care Worth County Nursing Center | | |

CORE DECISION ITEM

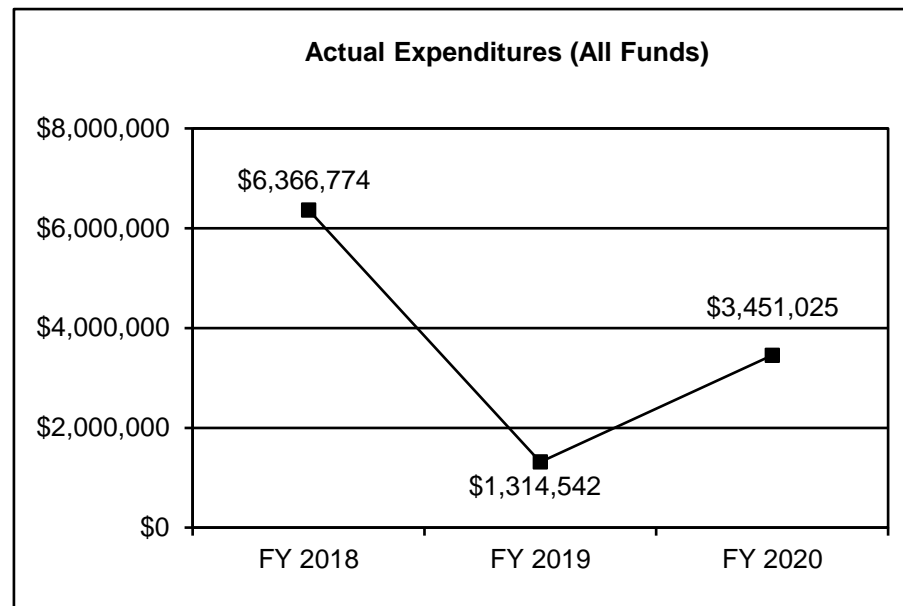
Department of Transportation
 Division: Multimodal Operations
 Core: CI - Elderly & Disab. Transit Sec. 5310

Budget Unit: Multimodal Operations
 HB Section: 4.480

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$10,600,000 | \$10,600,000 | \$10,600,000 | \$10,600,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$10,600,000 | \$10,600,000 | \$10,600,000 | N/A |
| Actual Expenditures (All Funds) | \$6,366,774 | \$1,314,542 | \$3,451,025 | N/A |
| Unexpended (All Funds) | \$4,233,226 | \$9,285,458 | \$7,148,975 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$4,233,226 | \$9,285,458 | \$7,148,975 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |
| | (1), (2) | (1), (2) | (1), (2) | |

*Restricted amount is N/A



Reverted Includes the statutory three percent reserve amount (when applicable).

Restricted Includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year grants carry forward to future years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but would not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|------------|------------|--------------|
| Purchase Orders | \$ 806,297 | \$ 577,951 | \$ 1,071,287 |

FLEXIBILITY REQUEST FORM

| | | | |
|----------------------------|--|--------------------|---|
| BUDGET UNIT NUMBER: | 60531C, 60534C, 60535C, 60536C, 60554C Capital Impr - Sec 5310, Formula Transit Grants for Rural Areas - Sec | DEPARTMENT: | Missouri Department of Transportation (MoDOT) |
| BUDGET UNIT NAME: | 5311, Cap Grants - Sec 5309, Planning Grants - Sec 5303, Bus & Bus Facility Transit Grants - Sec 5339 | DIVISION: | Multimodal Operations |
| HOUSE BILL SECTION: | 4.480, 4.490, 4.495, 4.500, 4.505 | | |

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT REQUEST

The fiscal year 2022 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$13,375,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

| PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | BUDGET REQUEST ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED |
|--|---|--|
| In fiscal year 2020, MoDOT used \$1.7 million of flexibility, or 0.6 percent, and moved Formula Transit Grants for Rural Areas - Sec 5311 to Bus & Bus Facility Transit Grants - Sec 5339. | In fiscal year 2021, MoDOT has not yet requested the use of any flexibility. The General Assembly approved 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund. | The department is requesting 25 percent flexibility, totaling \$13,375,000 from the Multimodal Operations Federal Fund, as needed. |

3. Please explain how flexibility was used in the prior and/or current years.

| PRIOR YEAR EXPLAIN ACTUAL USE | CURRENT YEAR EXPLAIN PLANNED USE |
|---|--|
| This flexibility was used to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. | N/A - Flexibility has not yet been used in the current year. |

**FY 2022
Flexibility Requests**

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | | |
|---|--------|---|------|------|---------------------|-------------|--------------------|
| | | | | | | FLEXIBILITY | |
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP | FY 22 REQUESTED |
| 4.480 | 8493 | CI GRANTS SECTION 5310 | 0126 | FED | \$10,600,000 | 25% | 25% |
| 4.490 | 8726 | FORMULA TRANSIT GRANTS FOR RURAL AREAS SECTION 5311 | 0126 | FED | \$31,000,000 | 25% | 25% |
| 4.495 | 1316 | CAPITAL GRANTS SECTION 5309 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.500 | 0437 | PLANNING GRANTS SECTION 5303 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.505 | 8249 | BUS & BUS FACILITY TRANSIT GRANTS SECTION 5339 | 0126 | FED | \$9,900,000 | 25% | 25% |

CORE RECONCILIATION

STATE**CAPITAL IMPR - SEC 5310 (16)**

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-------------------------|-------------|-----------|-------------------|--------------|-------------------|--------------------|
| TAFP AFTER VETOES | | | | | | | |
| | EE | 0.00 | 0 | 300,000 | 0 | 300,000 | |
| | PD | 0.00 | 0 | 10,300,000 | 0 | 10,300,000 | |
| | Total | 0.00 | 0 | 10,600,000 | 0 | 10,600,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | EE | 0.00 | 0 | 300,000 | 0 | 300,000 | |
| | PD | 0.00 | 0 | 10,300,000 | 0 | 10,300,000 | |
| | Total | 0.00 | 0 | 10,600,000 | 0 | 10,600,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | EE | 0.00 | 0 | 300,000 | 0 | 300,000 | |
| | PD | 0.00 | 0 | 10,300,000 | 0 | 10,300,000 | |
| | Total | 0.00 | 0 | 10,600,000 | 0 | 10,600,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|-------------------------------------|--------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| CAPITAL IMPR - SEC 5310 (16) | | | | | | | | |
| CORE | | | | | | | | |
| PROFESSIONAL SERVICES | 0 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 |
| TOTAL - EE | 0 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 | 300,000 | 0.00 |
| PROGRAM DISTRIBUTIONS | 3,451,025 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 |
| TOTAL - PD | 3,451,025 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 | 10,300,000 | 0.00 |
| GRAND TOTAL | \$3,451,025 | 0.00 | \$10,600,000 | 0.00 | \$10,600,000 | 0.00 | \$10,600,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$3,451,025 | 0.00 | \$10,600,000 | 0.00 | \$10,600,000 | 0.00 | \$10,600,000 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.480

Program Name: CI - Elderly & Disab. Transit Sec. 5310

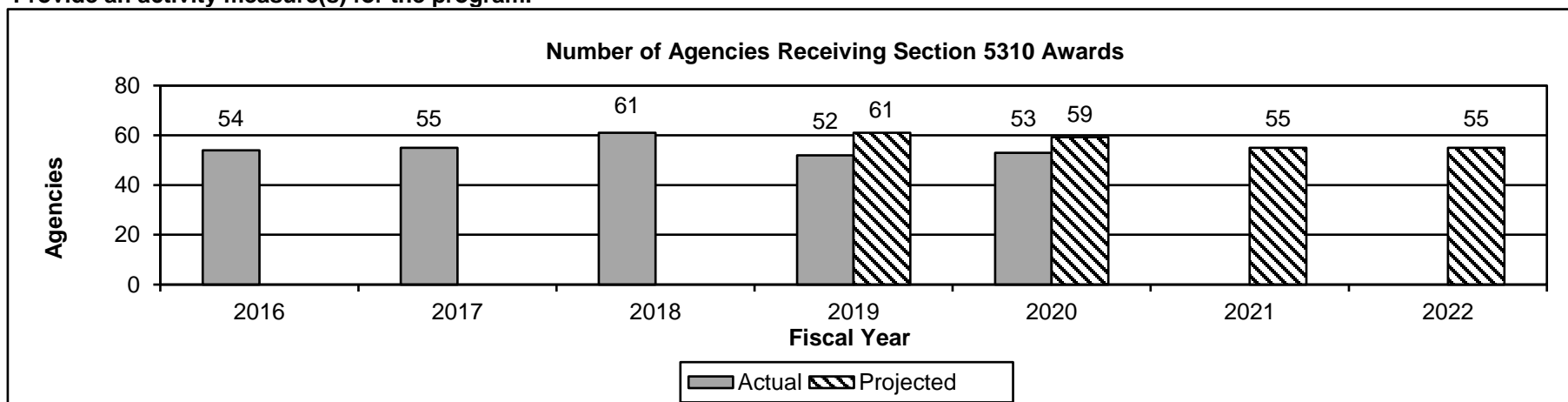
Program is found in the following core budget(s): CI - Elderly & Disab. Transit Sec. 5310

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. MoDOT administers the Section 5310 program as a capital and operating program for such agencies as developmental disability resource boards (Senate Bill 40 boards), sheltered workshops, senior citizen services boards (House Bill 351 boards), senior centers, as well as, not-for-profit medical service agencies. Projects funded under this program must be derived from a locally developed Coordinated Public Transit - Human Services Transportation Plan. Funding is based on yearly applications submitted to MoDOT.

2a. Provide an activity measure(s) for the program.

The 2021 and 2022 projections are based off of the average of the last five fiscal years of agencies receiving awards.

PROGRAM DESCRIPTION

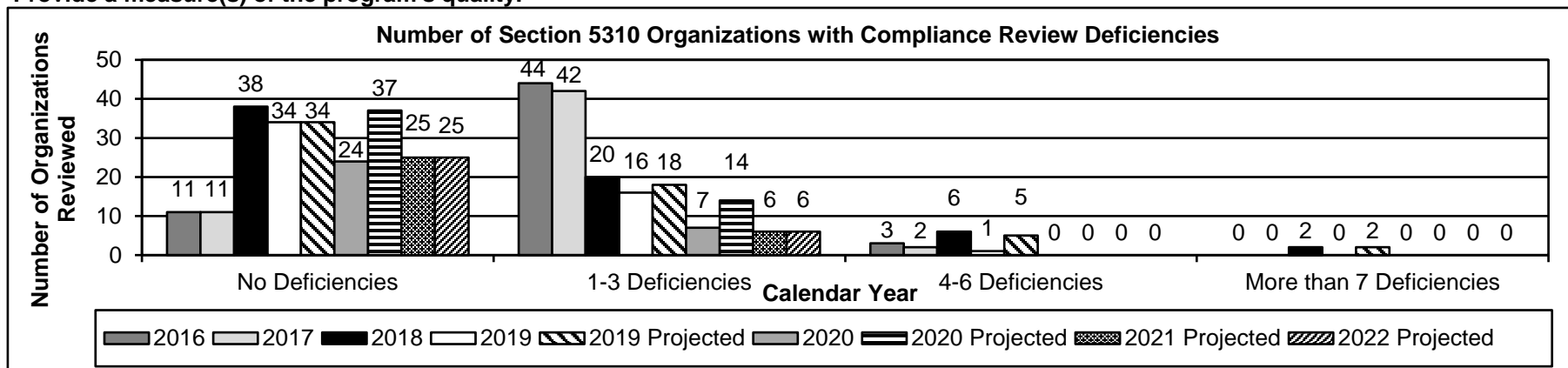
Department of Transportation

HB Section(s): 4.480

Program Name: CI - Elderly & Disab. Transit Sec. 5310

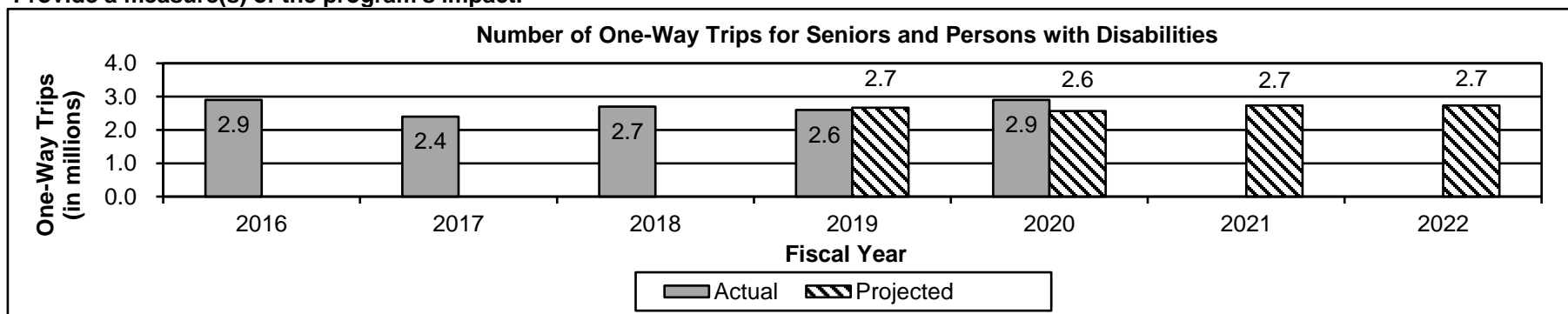
Program is found in the following core budget(s): CI - Elderly & Disab. Transit Sec. 5310

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

2c. Provide a measure(s) of the program's impact.



Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5303 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. A one-way trip occurs every time an individual boards a bus. The 2021 and 2022 projections were established by averaging the last three years of actuals.

PROGRAM DESCRIPTION

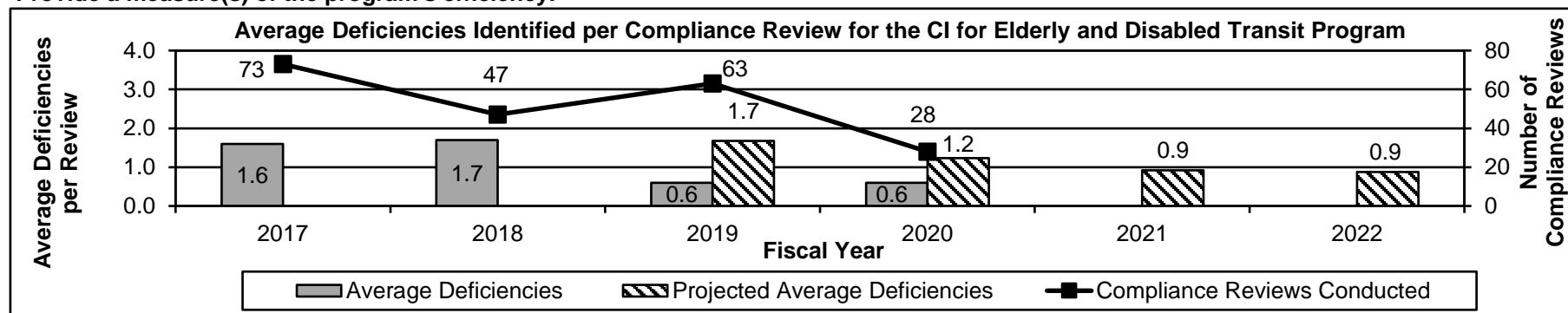
Department of Transportation

HB Section(s): 4.480

Program Name: CI - Elderly & Disab. Transit Sec. 5310

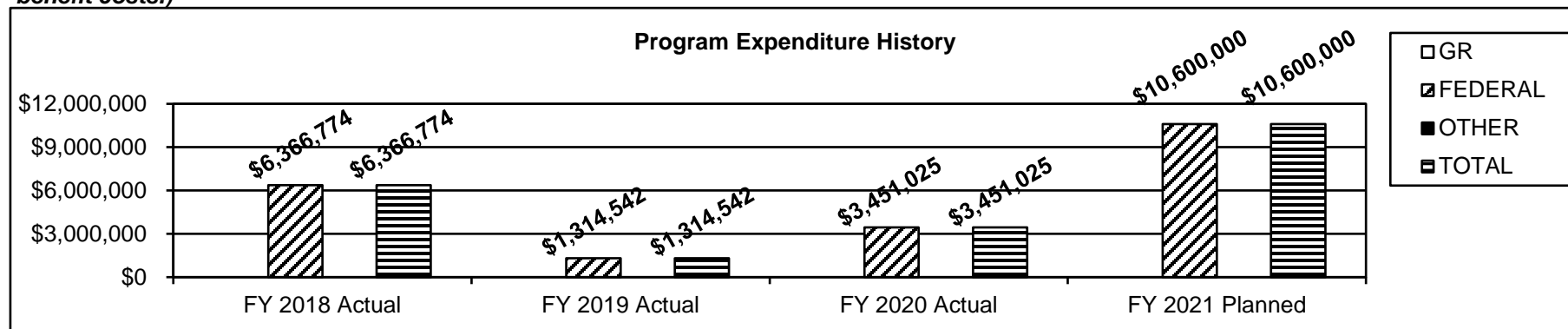
Program is found in the following core budget(s): CI - Elderly & Disab. Transit Sec. 5310

2d. Provide a measure(s) of the program's efficiency.



Compliance reviews can consist of 20 different review areas. Some of the review areas include: Project Management, Procurement, Asset Management, Equal Employment Opportunity, Americans with Disabilities Act, Drug and Alcohol Compliance, Discrimination, etc. Compliance reviews are conducted by a hired consultant on agencies once every three years. A deficiency is a violation of an FTA or state requirement, which requires corrective action by a pre-determined date. Since each agency is reviewed once every three years, agencies are now receiving their second compliance review. This has resulted in much higher compliance rates starting in fiscal year 2019. Note that on-site compliance reviews were suspended in March of 2020 due to the pandemic. The 2021 and 2022 projections were established by averaging the last three fiscal years of average deficiencies and projecting a five percent improvement.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.480

Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): CI - Elderly & Disab. Transit Sec. 5310

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5310 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, a 20 percent local fund match is required for capital projects and a 50 percent local funds match for operating projects.

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|-------------------------------------|---------------------|----------------|---------------------|----------------|---------------------|-----------------|---------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| RURAL FORMULA TRANSIT GRANTS | | | | | | | | |
| CORE | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 488,992 | 0.00 | 460,645 | 0.00 | 510,645 | 0.00 | 510,645 | 0.00 |
| TOTAL - EE | 488,992 | 0.00 | 460,645 | 0.00 | 510,645 | 0.00 | 510,645 | 0.00 |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 17,301,746 | 0.00 | 30,539,355 | 0.00 | 30,489,355 | 0.00 | 30,489,355 | 0.00 |
| MODOT FEDERAL STIMULUS | 4,114,460 | 0.00 | 61,770,760 | 0.00 | 61,770,760 | 0.00 | 61,770,760 | 0.00 |
| TOTAL - PD | 21,416,206 | 0.00 | 92,310,115 | 0.00 | 92,260,115 | 0.00 | 92,260,115 | 0.00 |
| TOTAL | 21,905,198 | 0.00 | 92,770,760 | 0.00 | 92,770,760 | 0.00 | 92,770,760 | 0.00 |
| GRAND TOTAL | \$21,905,198 | 0.00 | \$92,770,760 | 0.00 | \$92,770,760 | 0.00 | \$92,770,760 | 0.00 |

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CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Formula Transit Grants for Rural Areas - Section 5311 | HB Section: | 4.490 |

1. CORE FINANCIAL SUMMARY

| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
|--|-------------|---------------------|-------------|---------------------|--|-------------|---------------------|-------------|---------------------|
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$510,645 | \$0 | \$510,645 | EE | \$0 | \$510,645 | \$0 | \$510,645 |
| PSD | \$0 | \$92,260,115 | \$0 | \$92,260,115 | PSD | \$0 | \$92,260,115 | \$0 | \$92,260,115 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$92,770,760 | \$0 | \$92,770,760 | Total | \$0 | \$92,770,760 | \$0 | \$92,770,760 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |

Other Funds:

Other Funds:

2. CORE DESCRIPTION

These federal funds are distributed through an application process and provide planning, capital and operating assistance to provide transit service throughout rural Missouri. This appropriation is used to maintain minimum levels of access to public transportation in non-urbanized areas, support rural municipal transit systems, including intercity bus services, and provide employment related transportation assistance to welfare recipients and other low-income persons.

The Coronavirus Aid, Relief and Economic Security Act (CARES) of 2020 was signed into law on March 27, 2020. Transit CARES Act funding administered by MoDOT for rural public transit was obligated into an approved FTA grant on April 10, 2020. The \$61,770,760 grant reflects almost three times the funding MoDOT receives from the annual FTA Section 5311 rural formula program allocation. Transit CARES Act funds are available until expended. We envision a draw down period of at least four years. During FY 2020 rural transit providers submitted invoices totaling \$4.1 million. Transit agencies are trying to be very strategic with the expenditure of this 100% federal share funding.

The Governor's Recommendation is the same as the department's request.

CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Formula Transit Grants for Rural Areas - Section 5311 | HB Section: | 4.490 |
| 3. PROGRAM LISTING (list programs included in this core funding) | | |
| <p>Eligible providers include:</p> <p>Burlington Trailways</p> <p>Cape Girardeau County Transit Authority</p> <p>City of Bloomfield</p> <p>City of Carthage</p> <p>City of Clinton</p> <p>City of El Dorado Springs</p> <p>City of Excelsior Springs</p> <p>City of Houston</p> <p>City of Lamar</p> <p>City of Mt. Vernon</p> <p>City of Nevada</p> <p>City of New Madrid</p> <p>City of West Plains</p> <p>Dunklin County Transit Service, Inc.</p> <p>Greyhound Lines, Inc.</p> <p>Jefferson Lines</p> <p>Licking Bridge Builders, Inc.</p> <p>Macon Area Chamber of Commerce</p> <p>Mississippi County Transit System</p> <p>OATS, Inc.</p> <p>Ray County Transportation, Inc.</p> <p>Ripley County Transit, Inc.</p> <p>Scott County Transit System, Inc.</p> <p>SERVE, Inc.</p> <p>SMTS, Inc.</p> <p>Village Tours, Inc.</p> <p>New Bourbon Regional Port Authority</p> <p>Mississippi County Port Authority</p> | | |

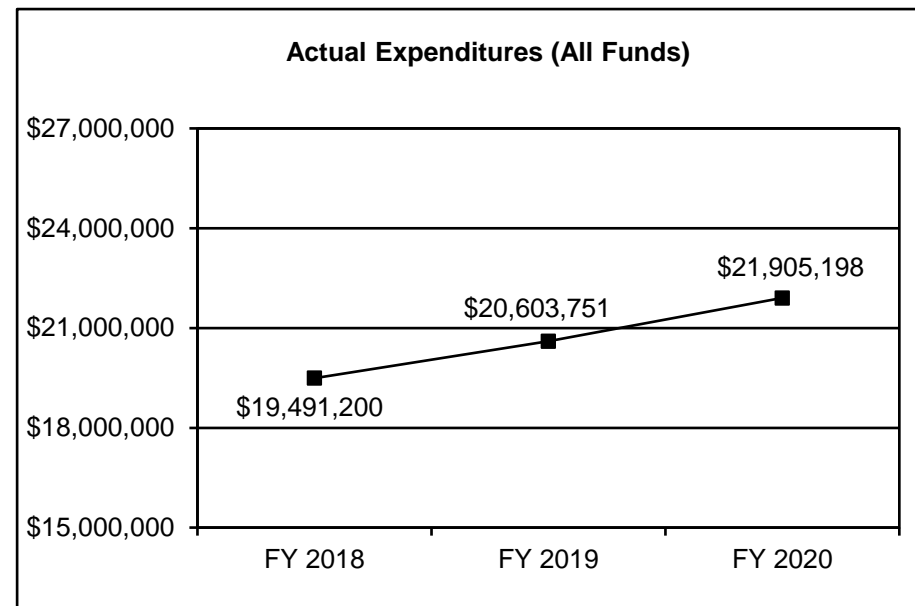
CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Formula Transit Grants for Rural Areas - Section 5311 | HB Section: | 4.490 |

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$31,000,000 | \$31,000,000 | \$51,000,000 | \$92,770,760 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$31,000,000 | \$31,000,000 | \$51,000,000 | N/A |
| Actual Expenditures (All Funds) | \$19,491,200 | \$20,603,751 | \$21,905,198 | N/A |
| Unexpended (All Funds) | \$11,508,800 | \$10,396,249 | \$29,094,802 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$11,508,800 | \$10,396,249 | \$29,094,802 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |
| | (2) | (2) | (1), (2) | |

*Restricted amount is N/A



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended balance for 2020 does not include \$1,705,000 of flexibility moved from Formula Transit Grants for Rural Areas - Sec 5311 to Bus Facility Transit Grants - Sec 5339.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for vehicles ordered in one fiscal year, but not delivered until the following fiscal year. The following table breaks out these amounts.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|----------------|----------------|----------------|
| Purchase Orders | \$2.9 million | \$2.7 million | \$21.4 million |

FLEXIBILITY REQUEST FORM

| | | | |
|---|---|--|---|
| BUDGET UNIT NUMBER: | 60531C, 60534C, 60535C, 60536C, 60554C Capital Impr - Sec 5310, Formula Transit Grants for Rural Areas - Sec 5311, Cap Grants - Sec 5309, Planning Grants - Sec 5303, Bus & Bus Facility Transit Grants - Sec 5339 | DEPARTMENT: | Missouri Department of Transportation (MoDOT) |
| BUDGET UNIT NAME: | | DIVISION: | Multimodal Operations |
| HOUSE BILL SECTION: | 4.480, 4.490, 4.495, 4.500, 4.505 | | |
| 1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. | | | |
| DEPARTMENT REQUEST | | | |
| The fiscal year 2022 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$13,375,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration. | | | |
| 2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount. | | | |
| PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | BUDGET REQUEST ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | |
| In fiscal year 2020, MoDOT used \$1.7 million of flexibility, or 0.6 percent, and moved Formula Transit Grants for Rural Areas - Sec 5311 to Bus & Bus Facility Transit Grants - Sec 5339. | In fiscal year 2021, MoDOT has not yet requested the use of any flexibility. The General Assembly approved 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund. | The department is requesting 25 percent flexibility, totaling \$13,375,000 from the Multimodal Operations Federal Fund, as needed. | |
| 3. Please explain how flexibility was used in the prior and/or current years. | | | |
| PRIOR YEAR EXPLAIN ACTUAL USE | CURRENT YEAR EXPLAIN PLANNED USE | | |
| This flexibility was used to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. | N/A - Flexibility has not yet been used in the current year. | | |

**FY 2022
Flexibility Requests**

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | | |
|---|--------|---|------|------|---------------------|-------------|--------------------|
| | | | | | | FLEXIBILITY | |
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP | FY 22 REQUESTED |
| 4.480 | 8493 | CI GRANTS SECTION 5310 | 0126 | FED | \$10,600,000 | 25% | 25% |
| 4.490 | 8726 | FORMULA TRANSIT GRANTS FOR RURAL AREAS SECTION 5311 | 0126 | FED | \$31,000,000 | 25% | 25% |
| 4.495 | 1316 | CAPITAL GRANTS SECTION 5309 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.500 | 0437 | PLANNING GRANTS SECTION 5303 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.505 | 8249 | BUS & BUS FACILITY TRANSIT GRANTS SECTION 5339 | 0126 | FED | \$9,900,000 | 25% | 25% |

CORE RECONCILIATION

**STATE
RURAL FORMULA TRANSIT GRANTS**

5. CORE RECONCILIATION

| | | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|--------|-------------------------|-------------|-----------|-------------------|--------------|-------------------|---|
| TAFP AFTER VETOES | | | | | | | | |
| | | EE | 0.00 | 0 | 460,645 | 0 | 460,645 | |
| | | PD | 0.00 | 0 | 92,310,115 | 0 | 92,310,115 | |
| | | Total | 0.00 | 0 | 92,770,760 | 0 | 92,770,760 | |
| DEPARTMENT CORE ADJUSTMENTS | | | | | | | | |
| Core Reallocation | [#151] | EE | 0.00 | 0 | 50,000 | 0 | 50,000 | BOBC reallocation based on historical actual expenditures |
| Core Reallocation | [#151] | PD | 0.00 | 0 | (50,000) | 0 | (50,000) | BOBC reallocation based on historical actual expenditures |
| NET DEPARTMENT CHANGES | | | 0.00 | 0 | 0 | 0 | 0 | |
| DEPARTMENT CORE REQUEST | | | | | | | | |
| | | EE | 0.00 | 0 | 510,645 | 0 | 510,645 | |
| | | PD | 0.00 | 0 | 92,260,115 | 0 | 92,260,115 | |
| | | Total | 0.00 | 0 | 92,770,760 | 0 | 92,770,760 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | | |
| | | EE | 0.00 | 0 | 510,645 | 0 | 510,645 | |
| | | PD | 0.00 | 0 | 92,260,115 | 0 | 92,260,115 | |
| | | Total | 0.00 | 0 | 92,770,760 | 0 | 92,770,760 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|-------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| RURAL FORMULA TRANSIT GRANTS | | | | | | | | |
| CORE | | | | | | | | |
| PROFESSIONAL DEVELOPMENT | 36,690 | 0.00 | 14,867 | 0.00 | 14,867 | 0.00 | 14,867 | 0.00 |
| PROFESSIONAL SERVICES | 452,302 | 0.00 | 445,778 | 0.00 | 495,778 | 0.00 | 495,778 | 0.00 |
| TOTAL - EE | 488,992 | 0.00 | 460,645 | 0.00 | 510,645 | 0.00 | 510,645 | 0.00 |
| PROGRAM DISTRIBUTIONS | 21,416,206 | 0.00 | 92,099,119 | 0.00 | 92,099,119 | 0.00 | 92,099,119 | 0.00 |
| REFUNDS | 0 | 0.00 | 210,996 | 0.00 | 160,996 | 0.00 | 160,996 | 0.00 |
| TOTAL - PD | 21,416,206 | 0.00 | 92,310,115 | 0.00 | 92,260,115 | 0.00 | 92,260,115 | 0.00 |
| GRAND TOTAL | \$21,905,198 | 0.00 | \$92,770,760 | 0.00 | \$92,770,760 | 0.00 | \$92,770,760 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$21,905,198 | 0.00 | \$92,770,760 | 0.00 | \$92,770,760 | 0.00 | \$92,770,760 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.490

Program Name: Formula Transit Grants for Rural Areas - Section 5311

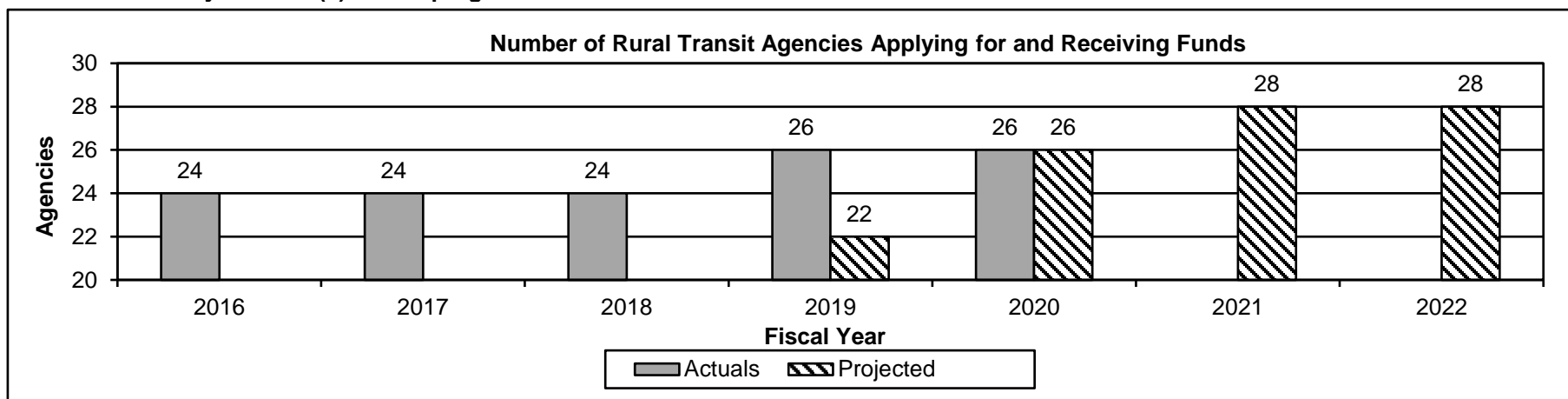
Program is found in the following core budget(s): Formula Transit Grants for Rural Areas - Section 5311

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

These federal funds are distributed through an application process and provide planning, capital and operating assistance for access to medical care, social services and employment. Rural public transit providers and intercity bus carriers apply to MoDOT's Transit Section for these Section 5311 grants to carry out rural public transit related service, planning and capital projects. This program is used to maintain minimum levels of access to public transportation in non-urbanized areas and support rural municipal transit systems, including intercity bus services. The Federal Transit Administration provides grants to states on a formula basis for nonurban transit in the Section 5311 program. Funding is based on yearly applications submitted to MoDOT. Requests for operating assistance are given priority over capital project requests. Once operating assistance is awarded, capital requests are reviewed for award, if funding is available. Operating assistance awards are based upon the applicant budget for the coming year compared to previous years expenditures.

2a. Provide an activity measure(s) for the program.

The fiscal year 2019 projection did not include intercity bus carriers as a result of not anticipating requests for funding under this program by those agencies. The fiscal year 2021 and 2022 projections were based upon the current participation of rural transit agencies in 2020 plus two passenger ferry services that are eligible for funding starting in 2021.

PROGRAM DESCRIPTION

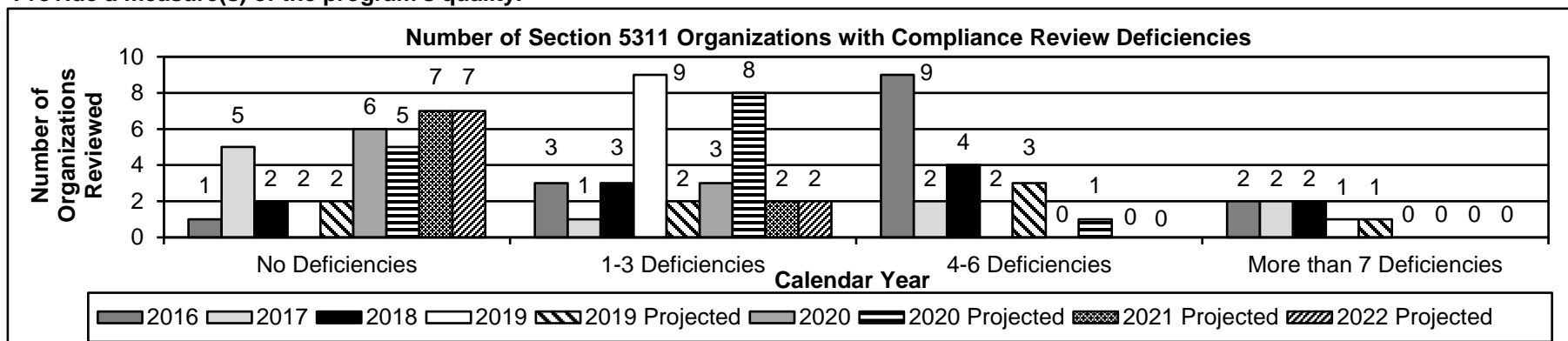
Department of Transportation

HB Section(s): 4.490

Program Name: Formula Transit Grants for Rural Areas - Section 5311

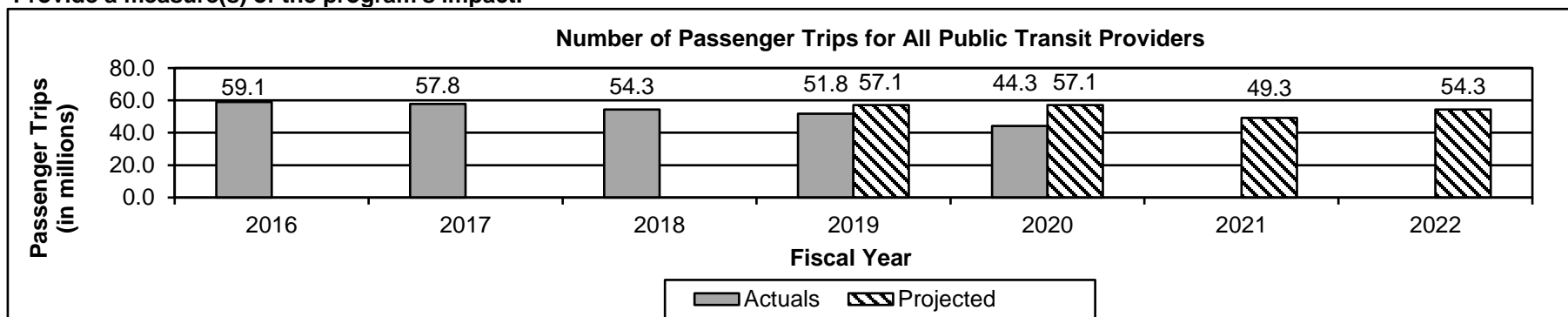
Program is found in the following core budget(s): Formula Transit Grants for Rural Areas - Section 5311

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

2c. Provide a measure(s) of the program's impact.



This graph includes transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding, and in 2020, ridership declined due to the COVID-19 pandemic. The 2021 and 2022 projections are based on ridership returning to the number of passenger trips in 2018.

PROGRAM DESCRIPTION

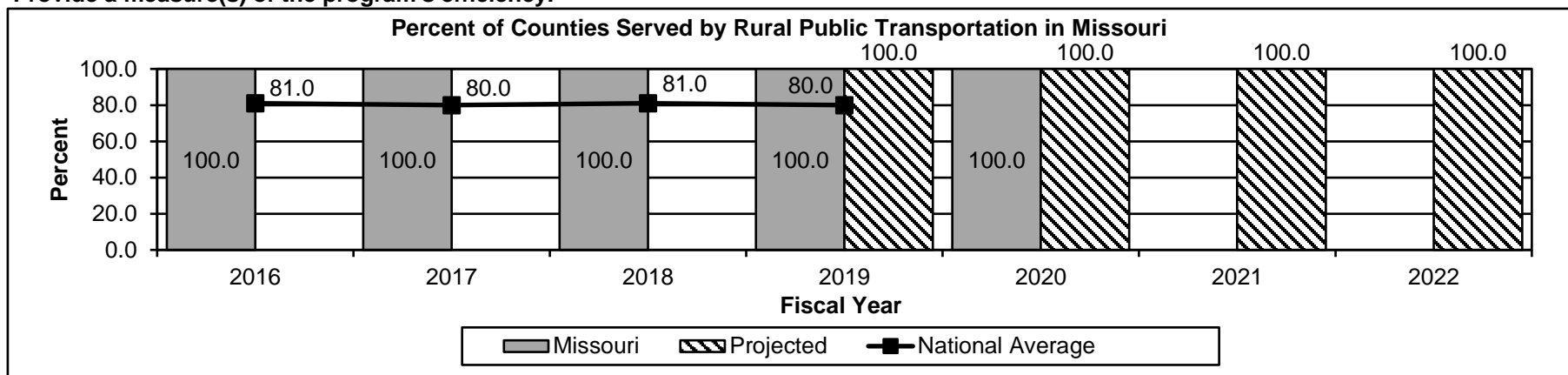
Department of Transportation

HB Section(s): 4.490

Program Name: Formula Transit Grants for Rural Areas - Section 5311

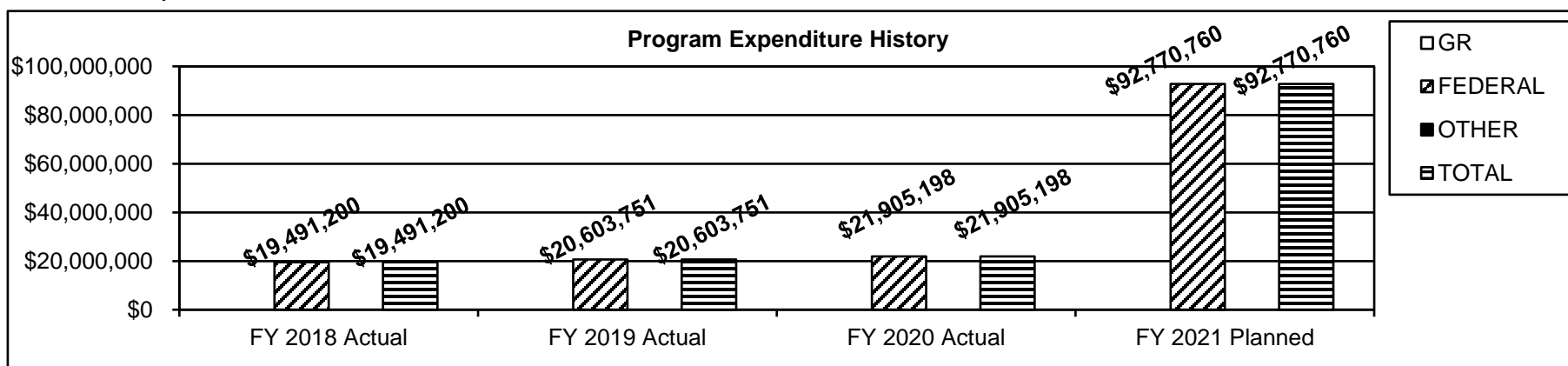
Program is found in the following core budget(s): Formula Transit Grants for Rural Areas - Section 5311

2d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2020 national average data was not available at the time of publication and will be released in late fall of 2021.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.490

Program Name: Formula Transit Grants for Rural Areas - Section 5311

Program is found in the following core budget(s): Formula Transit Grants for Rural Areas - Section 5311

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title XII of Division B of the CARES Act, administered through Title 49 USC 5311-5 and Title 49 USC 5311 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes. Transit operating assistance requires a minimum 50 percent match of the individual program's net deficit (projected costs less projected fares). Transit capital assistance requires 20 - 50 percent matching funds. The CARES Act funding does not require any matching funds.

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|------------------------------------|-----------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| CAP GRANTS-SEC 5309 (SEC 3) | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 20,681 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 20,681 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL | 20,681 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$20,681 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |

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CORE DECISION ITEM

| | | |
|---|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: National Discretionary Capital Grants - Section 5309 | HB Section: | 4.495 |

1. CORE FINANCIAL SUMMARY

| | FY 2022 Budget Request | | | |
|--------------|------------------------|--------------------|------------|--------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$1,000,000 | \$0 | \$1,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$1,000,000 | \$0 | \$1,000,000 |

FTE 0.00 0.00 0.00 0.00

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

| | FY 2022 Governor's Recommendation | | | |
|--------------|-----------------------------------|--------------------|------------|--------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$1,000,000 | \$0 | \$1,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$1,000,000 | \$0 | \$1,000,000 |

FTE 0.00 0.00 0.00 0.00

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. CORE DESCRIPTION

These grants provide funding for the cost of replacement transit vehicles, vehicles for service expansion, transit facilities and equipment in support of transit services. The federal funding for this program is being phased out. The expenditure of these funds will extend into fiscal year 2022. Remaining funds in the National Discretionary Capital Grants program consists of earmarked funds awarded to Southeast Missouri Transportation Service (SMTS) for their Intelligent Transportation System (ITS).

This program is used as authorization to pass-through to operators of rural city transit systems.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

The following providers have Federal Transit Association Section 5309 funded projects that will extend into state fiscal year 2022:
Southeast Missouri Transportation Service, Inc.

CORE DECISION ITEM

Department of Transportation
 Division: Multimodal Operations
 Core: National Discretionary Capital Grants - Section 5309

Budget Unit: Multimodal Operations

HB Section: 4.495

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$1,000,000 | \$1,000,000 | \$1,000,000 | N/A |
| Actual Expenditures (All Funds) | \$52,219 | \$166,257 | \$20,681 | N/A |
| Unexpended (All Funds) | \$947,781 | \$833,743 | \$979,319 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$947,781 | \$833,743 | \$979,319 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |
| | (1), (2) | (1), (2) | (1), (2) | |

*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

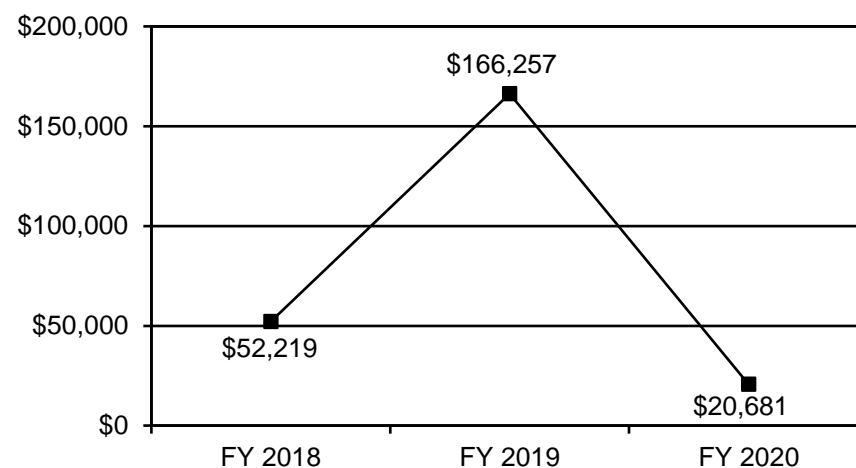
NOTES:

(1) Multi-year grants carry forward to future years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for vehicles ordered in one fiscal year, but not delivered until the following fiscal year. The following table breaks out these amounts.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|------------|------------|------------|
| Purchase Orders | \$ 684,547 | \$ 518,291 | \$ 429,319 |

Actual Expenditures (All Funds)



FLEXIBILITY REQUEST FORM

FLEXIBILITY REQUEST FORM

| | | | |
|----------------------------|--|--------------------|---|
| BUDGET UNIT NUMBER: | 60531C, 60534C, 60535C, 60536C, 60554C | DEPARTMENT: | Missouri Department of Transportation (MoDOT) |
| BUDGET UNIT NAME: | Capital Impr - Sec 5310, Formula Transit | DIVISION: | Multimodal Operations |
| HOUSE BILL SECTION: | 4.480, 4.490, 4.495, 4.500, 4.505 | | |

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT REQUEST

The fiscal year 2022 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$13,375,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

| PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | BUDGET REQUEST ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED |
|--|---|--|
| In fiscal year 2020, MoDOT used \$1.7 million of flexibility, or 0.6 percent, and moved Formula Transit Grants for Rural Areas - Sec 5311 to Bus & Bus Facility Transit Grants - Sec 5339. | In fiscal year 2021, MoDOT has not yet requested the use of any flexibility. The General Assembly approved 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund. | The department is requesting 25 percent flexibility, totaling \$13,375,000 from the Multimodal Operations Federal Fund, as needed. |

3. Please explain how flexibility was used in the prior and/or current years.

| PRIOR YEAR EXPLAIN ACTUAL USE | CURRENT YEAR EXPLAIN PLANNED USE |
|---|--|
| This flexibility was used to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. | N/A - Flexibility has not yet been used in the current year. |

**FY 2022
Flexibility Requests**

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | | |
|---|--------|---|------|------|---------------------|-------------|--------------------|
| | | | | | | FLEXIBILITY | |
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP | FY 22 REQUESTED |
| 4.480 | 8493 | CI GRANTS SECTION 5310 | 0126 | FED | \$10,600,000 | 25% | 25% |
| 4.490 | 8726 | FORMULA TRANSIT GRANTS FOR RURAL AREAS SECTION 5311 | 0126 | FED | \$31,000,000 | 25% | 25% |
| 4.495 | 1316 | CAPITAL GRANTS SECTION 5309 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.500 | 0437 | PLANNING GRANTS SECTION 5303 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.505 | 8249 | BUS & BUS FACILITY TRANSIT GRANTS SECTION 5339 | 0126 | FED | \$9,900,000 | 25% | 25% |

CORE RECONCILIATION

STATE
CAP GRANTS-SEC 5309 (SEC 3)

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|------------------|----------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | Total | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | Total | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | Total | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|------------------------------------|-----------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| CAP GRANTS-SEC 5309 (SEC 3) | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 20,681 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 20,681 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$20,681 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$20,681 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): National Disc. Capital Grants - Section 5309

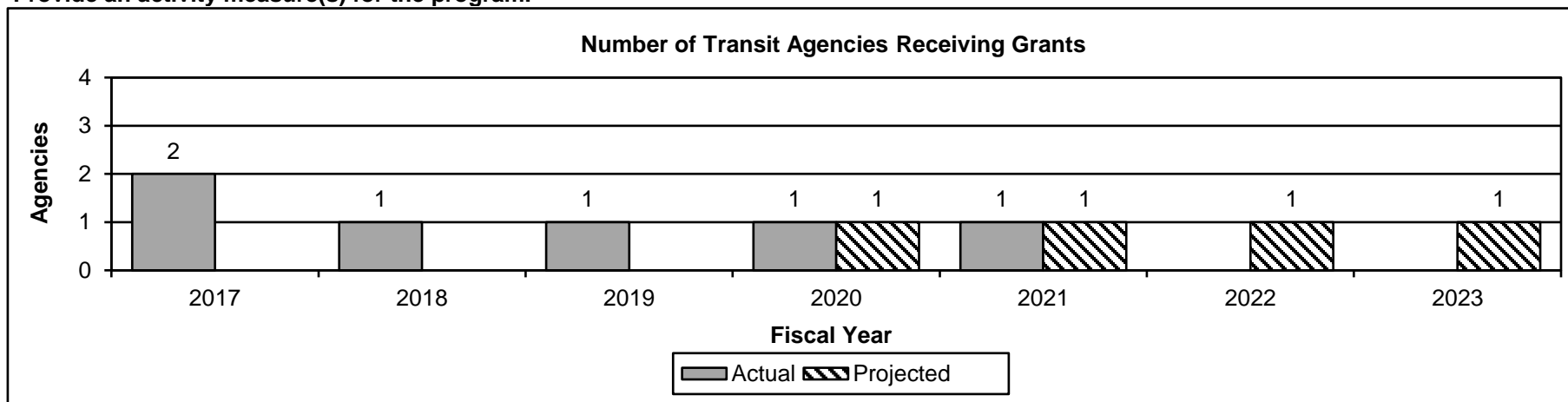
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program funds the cost of replacement transit vehicles, vehicles for service expansion, transit facilities and equipment in support of transit services. The program was discontinued with MAP-21 and the remaining funding is being spent.

Remaining funds in the Section 5309 program consist of earmarked funds awarded to Southeast Missouri Transportation Service (SMTS) for Intelligent Transportation System (ITS).

2a. Provide an activity measure(s) for the program.

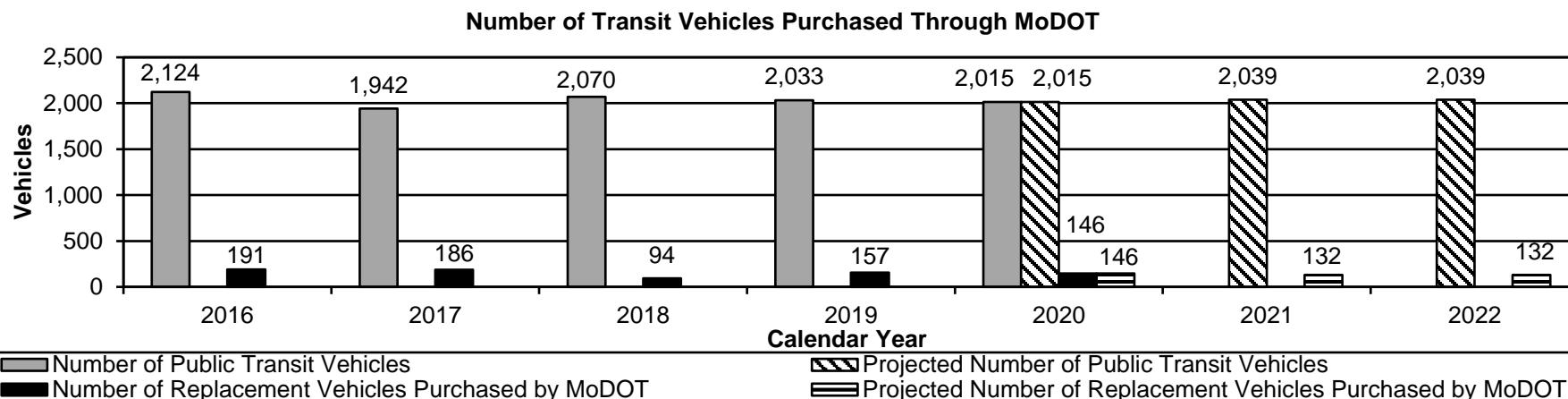
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

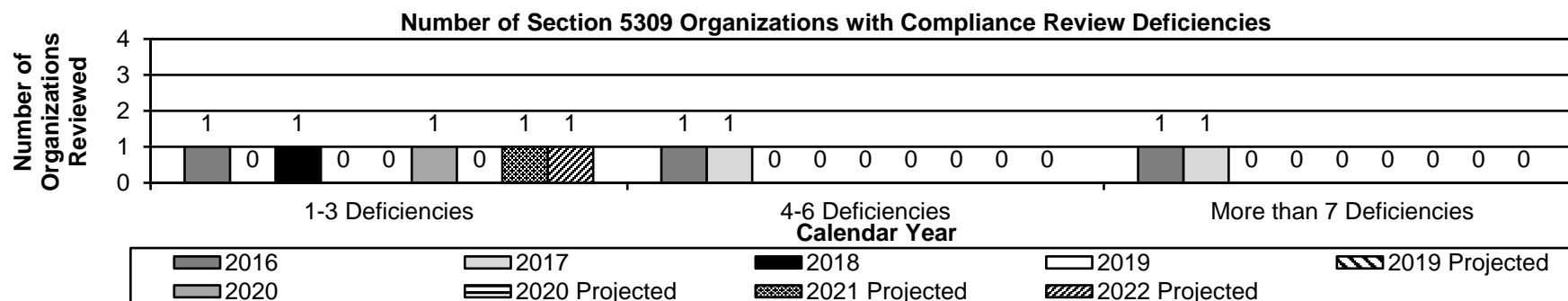
Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): National Disc. Capital Grants - Section 5309



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. The 2021 and 2022 projections are based on the average of the past three years of actuals.

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

PROGRAM DESCRIPTION

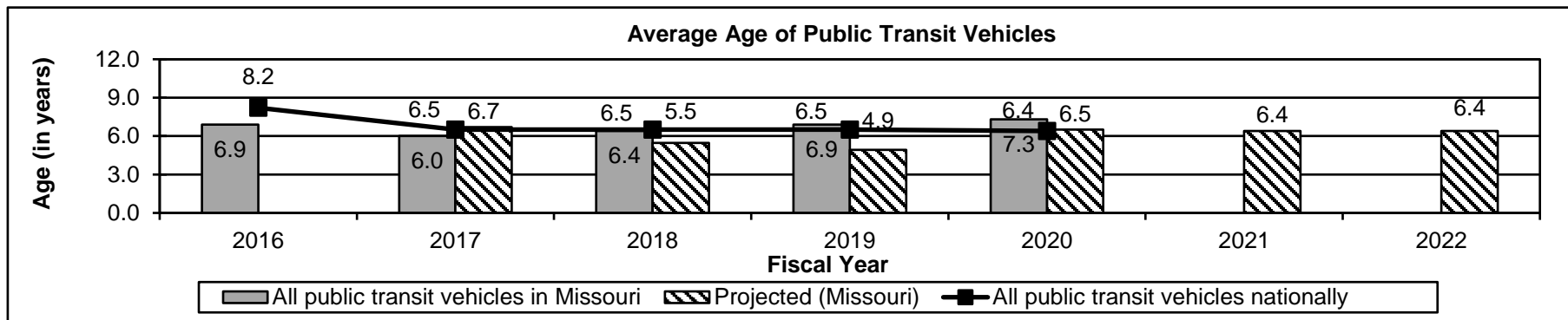
Department of Transportation

HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

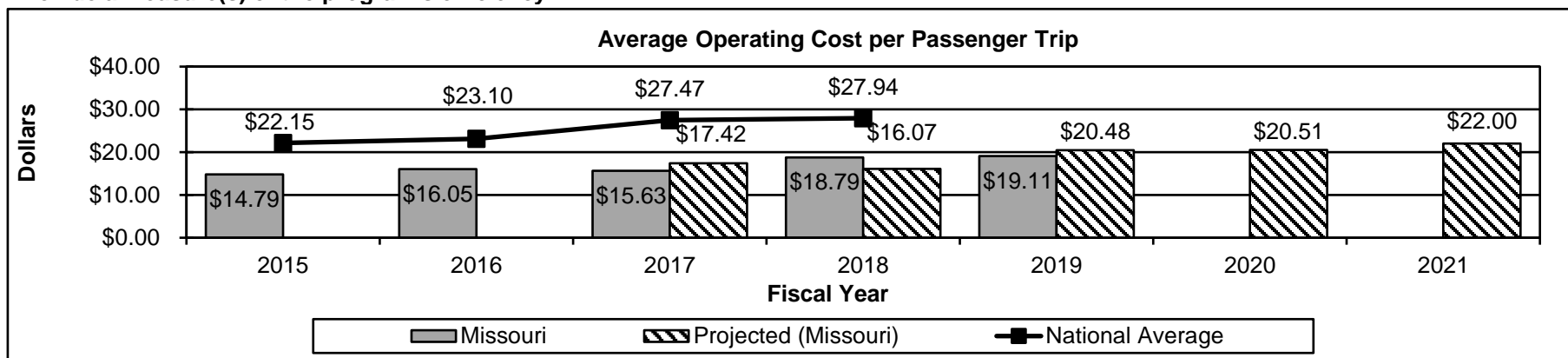
Program is found in the following core budget(s): National Disc. Capital Grants - Section 5309

2c. Provide a measure(s) of the program's impact.



This data is from the National Transit Database administered by the Federal Transit Administration. The fiscal year 2021 and 2022 projections are based on the 2020 national average.

2d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2020 will not be available until fall of 2021. The fiscal year 2020 and 2021 projections are based on average growth from 2015 to 2019. The national average for 2019 was not available at time of publication and will be released in June of 2021.

PROGRAM DESCRIPTION

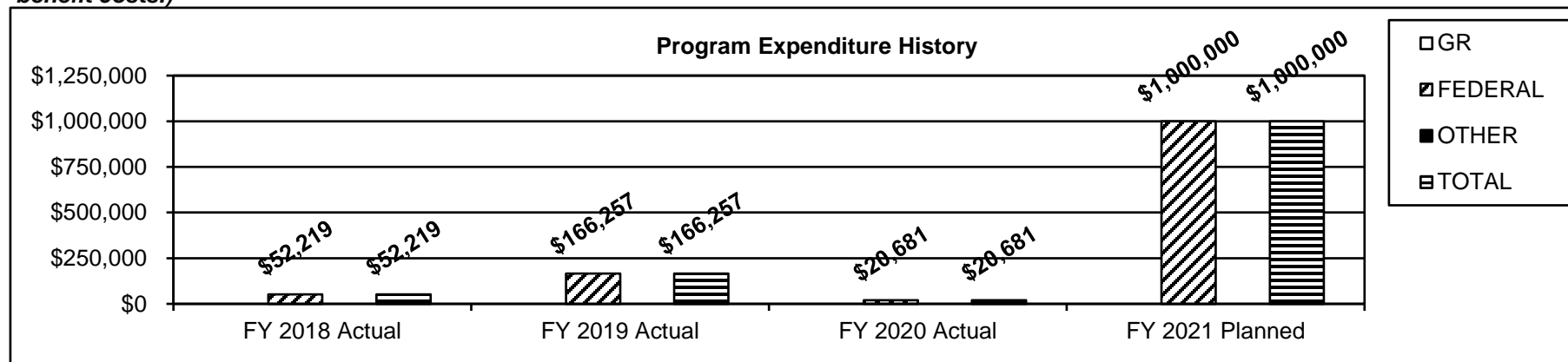
Department of Transportation

HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): National Disc. Capital Grants - Section 5309

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
N/A
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Title 49 USC 5309 and 33.546, RSMo.
6. Are there federal matching requirements? If yes, please explain.
Yes, 20 percent of project funds must be non-federal matching funds.
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|-------------------------------------|-----------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PLANNING GRANTS-SEC 5303 (8) | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 48,953 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 48,953 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL | 48,953 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$48,953 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |

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CORE DECISION ITEM

| | | |
|---|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Metropolitan & Statewide Planning Grants - Section 5303 & 5304 | HB Section: | 4.500 |

1. CORE FINANCIAL SUMMARY

| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
|--|------------|--------------------|------------|--------------------|--|------------|--------------------|------------|--------------------|
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$1,000,000 | \$0 | \$1,000,000 | PSD | \$0 | \$1,000,000 | \$0 | \$1,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$1,000,000 | \$0 | \$1,000,000 | Total | \$0 | \$1,000,000 | \$0 | \$1,000,000 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |

Other Funds:

Other Funds:

2. CORE DESCRIPTION

This program allows for statewide transit planning and technical assistance activities grants for transit partners which can be used for planning support, research and technical studies related to public transportation.

In addition to State utilization of these funds for administrative and planning activities, this program allows for the pass-through of federal transit planning assistance (FTA Sections 5303 as well as 5304, formerly Section 5313) to planning organizations and other eligible recipients to conduct transportation planning activities.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

The following is the list of eligible Metropolitan Planning Organizations and Regional Planning Commissions organizations:

Boonslick Regional Planning Commission

Columbia Area Transportation Study Organization

Bootheel Regional Planning & Economic Development Commission

East-West Gateway Council of Governments

Capital Area Metropolitan Planning Organization

Green Hills Regional Planning Commission

CORE DECISION ITEM

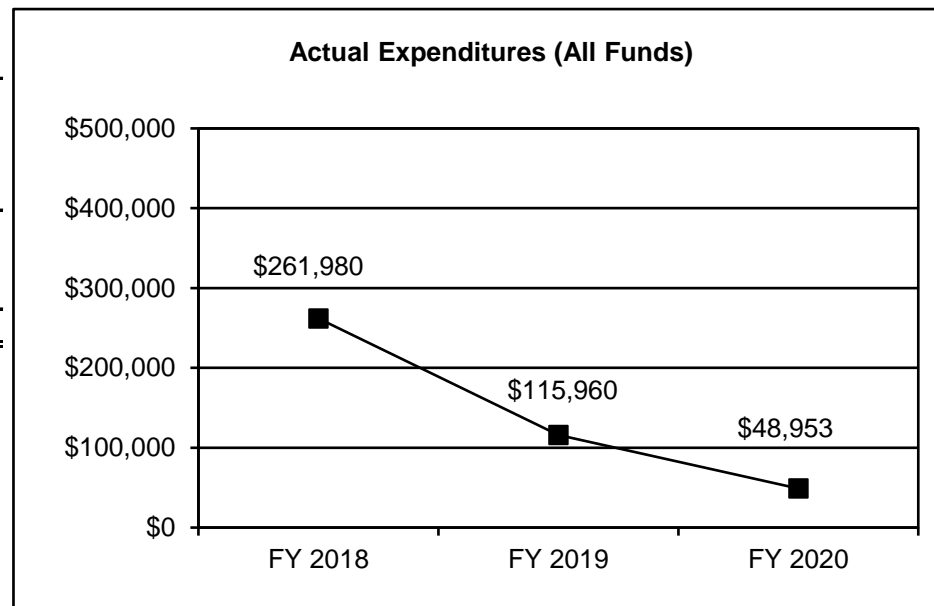
| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Metropolitan & Statewide Planning Grants - Section 5303 & 5304 | HB Section: | 4.500 |
| Harry S. Truman Coordinating Council Joplin Area Transportation Study Organization Kaysinger Basin Regional Planning Commission Lake of the Ozarks Council of Local Governments Mark Twain Regional Council of Governments Meramec Regional Planning Commission Mid-America Regional Council Mid-Mo Regional Planning Commission Missouri Public Transit Association Mo-Kan Regional Council Northeast Missouri Regional Planning Commission Northwest Missouri Regional Council of Governments Ozark Foothills Regional Planning Commission Ozark Transportation Organization Pioneer Trails Regional Planning Commission South Central Ozark Council of Governments Southeast Metropolitan Planning Organization Southeast Missouri Regional Planning & Economic Development Commission Southwest Missouri Council of Governments St. Joseph Area Transportation Study Organization | | |

CORE DECISION ITEM

| | | |
|---|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Metropolitan & Statewide Planning Grants - Section 5303 & 5304 | HB Section: | 4.500 |

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$11,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$11,000,000 | \$1,000,000 | \$1,000,000 | N/A |
| Actual Expenditures (All Funds) | \$261,980 | \$115,960 | \$48,953 | N/A |
| Unexpended (All Funds) | \$10,738,020 | \$884,040 | \$951,047 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$10,738,020 | \$884,040 | \$951,047 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |
| | (1), (2), (3) | (1), (2), (3) | (1), (2), (3) | |



*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year grants carry forward to future years.

(2) A portion of Metropolitan Planning Organization funding was transferred from the Federal Transit Administration to the Federal Highway Administration and was expended from the program delivery appropriation.

(3) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|----------------|----------------|----------------|
| Purchase Orders | \$ 232,065 | \$ 150,612 | \$ 71,120 |

FLEXIBILITY REQUEST FORM

| | | | |
|----------------------------|---|--------------------|---|
| BUDGET UNIT NUMBER: | 60531C, 60534C, 60535C, 60536C, 60554C Capital Impr - Sec 5310, Formula Transit Grants for Rural Areas - Sec 5311, Cap Grants - Sec 5309, Planning Grants - Sec 5303, Bus & Bus Facility Transit Grants - Sec 5339 | DEPARTMENT: | Missouri Department of Transportation (MoDOT) |
| BUDGET UNIT NAME: | | DIVISION: | Multimodal Operations |
| HOUSE BILL SECTION: | 4.480, 4.490, 4.495, 4.500, 4.505 | | |

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT REQUEST

The fiscal year 2022 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$13,375,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

| PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | BUDGET REQUEST ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED |
|--|---|--|
| In fiscal year 2020, MoDOT used \$1.7 million of flexibility, or 0.6 percent, and moved Formula Transit Grants for Rural Areas - Sec 5311 to Bus & Bus Facility Transit Grants - Sec 5339. | In fiscal year 2021, MoDOT has not yet requested the use of any flexibility. The General Assembly approved 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund. | The department is requesting 25 percent flexibility, totaling \$13,375,000 from the Multimodal Operations Federal Fund, as needed. |

3. Please explain how flexibility was used in the prior and/or current years.

| PRIOR YEAR EXPLAIN ACTUAL USE | CURRENT YEAR EXPLAIN PLANNED USE |
|---|--|
| This flexibility was used to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. | N/A - Flexibility has not yet been used in the current year. |

**FY 2022
Flexibility Requests**

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | | |
|---|--------|---|------|------|---------------------|-------------|--------------------|
| | | | | | | FLEXIBILITY | |
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP | FY 22 REQUESTED |
| 4.480 | 8493 | CI GRANTS SECTION 5310 | 0126 | FED | \$10,600,000 | 25% | 25% |
| 4.490 | 8726 | FORMULA TRANSIT GRANTS FOR RURAL AREAS SECTION 5311 | 0126 | FED | \$31,000,000 | 25% | 25% |
| 4.495 | 1316 | CAPITAL GRANTS SECTION 5309 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.500 | 0437 | PLANNING GRANTS SECTION 5303 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.505 | 8249 | BUS & BUS FACILITY TRANSIT GRANTS SECTION 5339 | 0126 | FED | \$9,900,000 | 25% | 25% |

CORE RECONCILIATION

STATE
PLANNING GRANTS-SEC 5303 (8)

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|------------------|----------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | Total | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | Total | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | Total | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|-------------------------------------|-----------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PLANNING GRANTS-SEC 5303 (8) | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 48,953 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 48,953 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$48,953 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$48,953 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.500

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

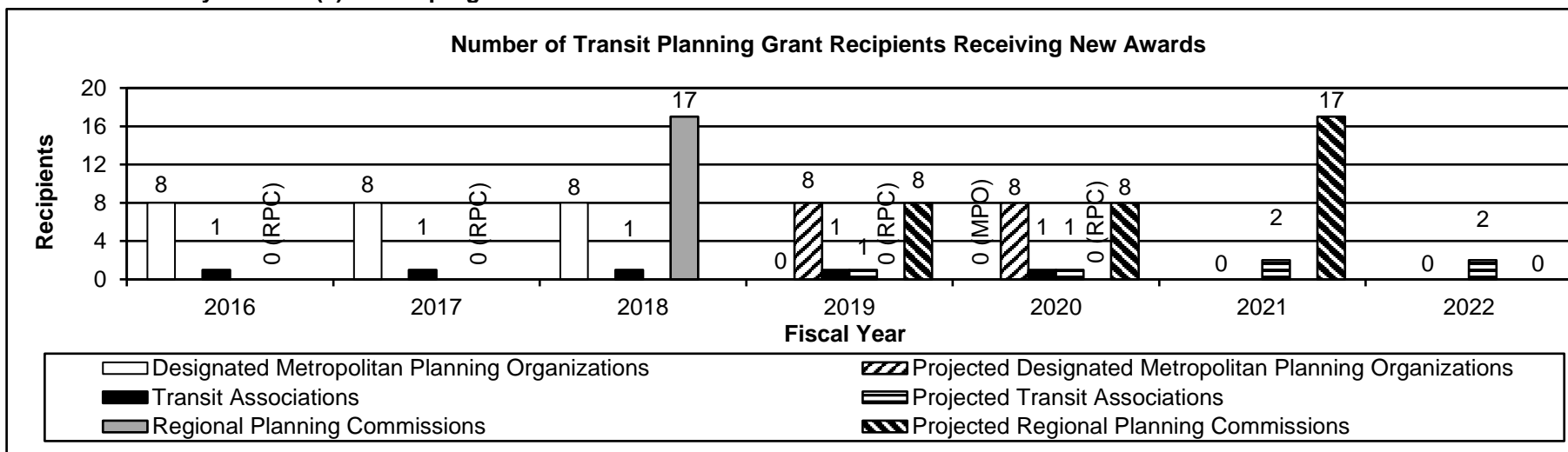
Program is found in the following core budget(s): Metro & Statewide Planning Grants-Section 5303 & 5304

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program allows for statewide transit planning and technical assistance activities grants for transit's partners which can be used for planning support, research and technical studies related to public transportation. Regional Planning Commissions (RPC) and Metropolitan Planning Organizations (MPO) utilize Section 5304 funds for updates to the Coordinated Public Transit Human Services Transportation Plans, these plans are updated every five years. These plans must be updated to allow subrecipients to apply for FTA Section 5310 funding within each area.

2a. Provide an activity measure(s) for the program.

PROGRAM DESCRIPTION

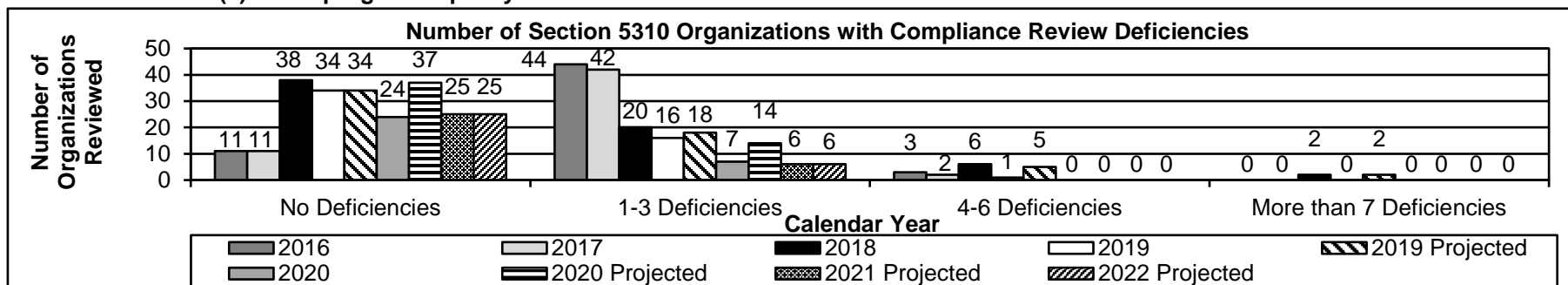
Department of Transportation

HB Section(s): 4.500

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

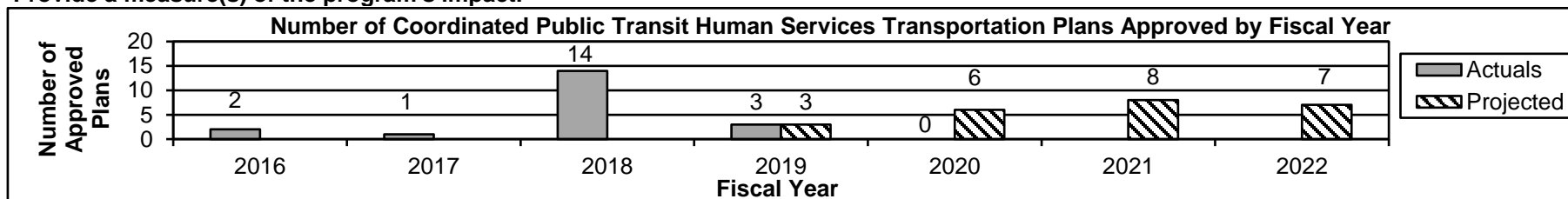
Program is found in the following core budget(s): Metro & Statewide Planning Grants-Section 5303 & 5304

2b. Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

2c. Provide a measure(s) of the program's impact.



The Section 5303 program is directly tied to the Section 5310 program. Federal transit law, as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) transportation act, requires that projects selected for funding under the Section 5310 program be included in a locally developed, coordinated public transit human services transportation plan and the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation, human services providers and other members of the public. The plans identify the transportation needs of individuals with disabilities, seniors and people with low incomes; provide strategies for meeting local needs; and prioritize transportation services and projects for funding and implementation. Local plans may be developed on a local, regional or statewide level. The plans approved are for both rural and metropolitan planning organizations as well as the Missouri Public Transit Association. Plans are updated once every five years. The number of plans approved in 2018 is high because the majority of the plans approved came up for renewal in this year. The 2021 and 2022 projections are based on the current approved plans.

PROGRAM DESCRIPTION

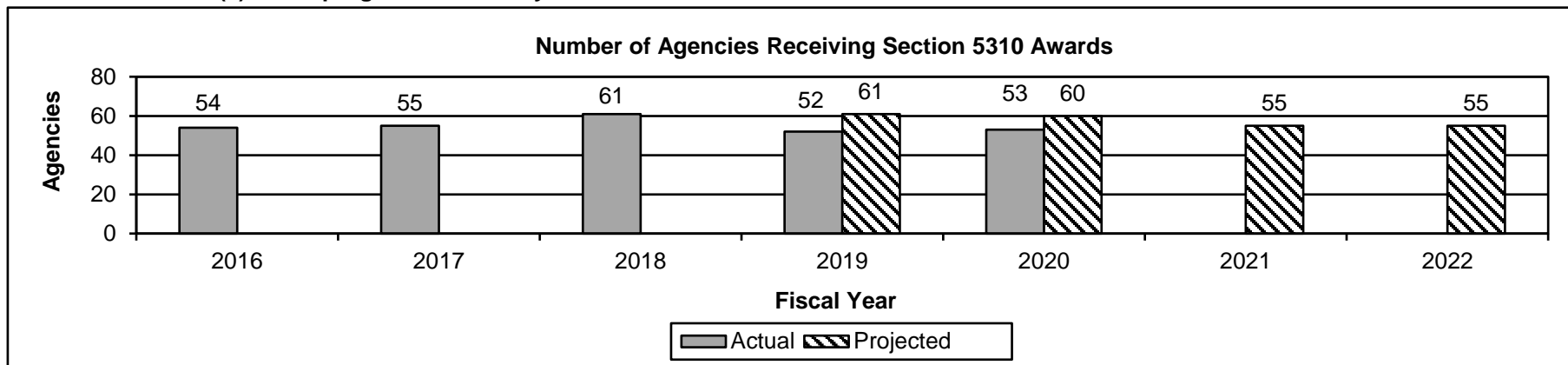
Department of Transportation

HB Section(s): 4.500

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

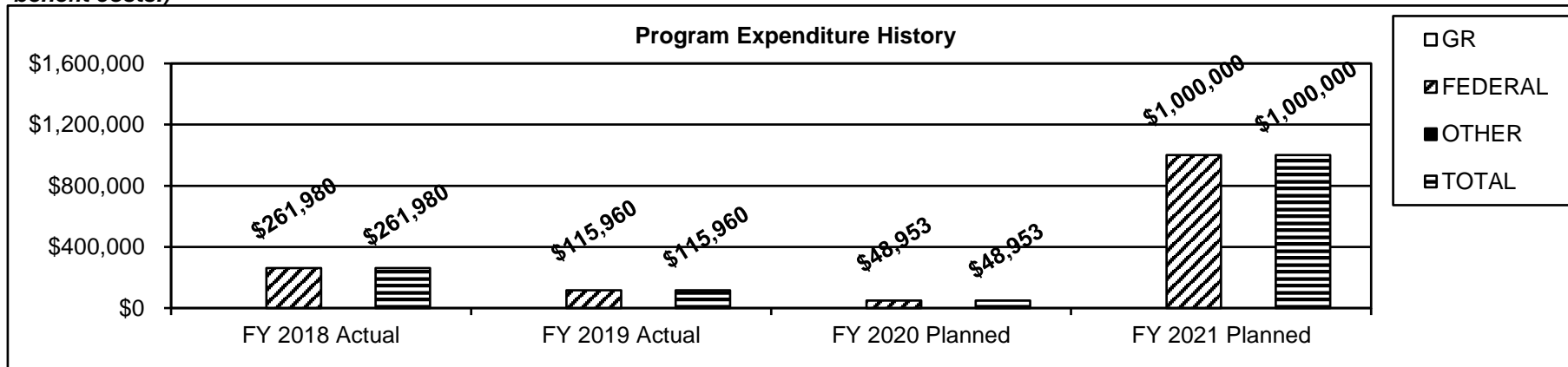
Program is found in the following core budget(s): Metro & Statewide Planning Grants-Section 5303 & 5304

2d. Provide a measure(s) of the program's efficiency.



Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5303 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. Participating agencies are required to renew their plans once every three years. The 2021 and 2022 projections are based on a five year average of the number of agencies that received Section 5310 awards.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.500

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

Program is found in the following core budget(s): Metro & Statewide Planning Grants-Section 5303 & 5304

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5303, Title 49 5304 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent of project funds must be non-federal matching funds.

7. Is this a federally mandated program? If yes, please explain.

Metropolitan Transportation Improvement Programs (TIP) are required before federally funded highway and transit projects in metropolitan areas may proceed.

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|---|--------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| BUS & BUS FACILITY TRNSIT GRNT | | | | | | | | |
| CORE | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 29,355 | 0.00 | 29,355 | 0.00 | 29,355 | 0.00 |
| TOTAL - EE | 0 | 0.00 | 29,355 | 0.00 | 29,355 | 0.00 | 29,355 | 0.00 |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 6,912,672 | 0.00 | 9,870,645 | 0.00 | 9,870,645 | 0.00 | 9,870,645 | 0.00 |
| TOTAL - PD | 6,912,672 | 0.00 | 9,870,645 | 0.00 | 9,870,645 | 0.00 | 9,870,645 | 0.00 |
| TOTAL | 6,912,672 | 0.00 | 9,900,000 | 0.00 | 9,900,000 | 0.00 | 9,900,000 | 0.00 |
| GRAND TOTAL | \$6,912,672 | 0.00 | \$9,900,000 | 0.00 | \$9,900,000 | 0.00 | \$9,900,000 | 0.00 |

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CORE DECISION ITEM

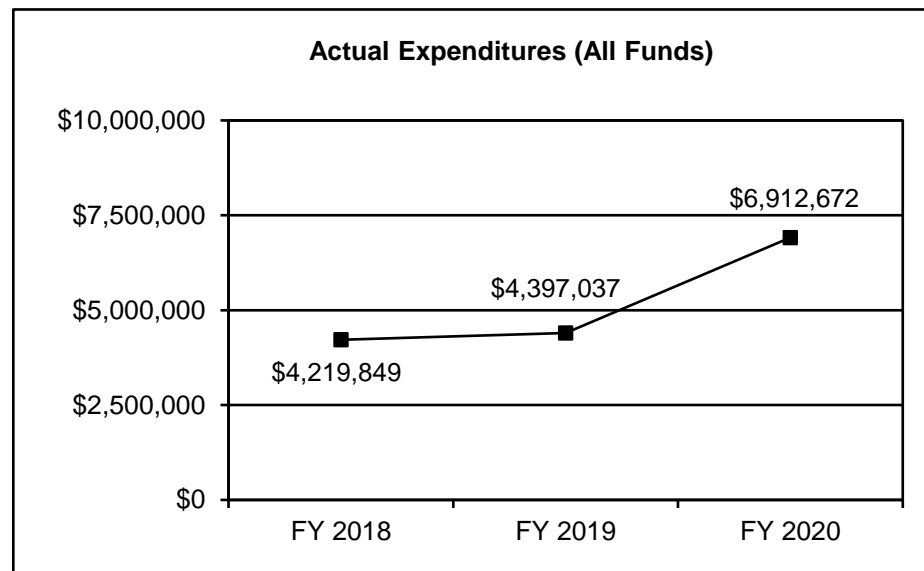
Department of Transportation
Division: Multimodal Operations
Core: Bus and Bus Facility Transit Grants

Budget Unit: Multimodal Operations

HB Section: 4.505

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$5,900,000 | \$5,900,000 | \$12,900,000 | \$9,900,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$5,900,000 | \$5,900,000 | \$12,900,000 | N/A |
| Actual Expenditures (All Funds) | \$4,219,849 | \$4,397,037 | \$6,912,672 | N/A |
| Unexpended (All Funds) | \$1,680,151 | \$1,502,963 | \$5,987,328 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$1,680,151 | \$1,502,963 | \$5,987,328 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |
| | (1), (3) | (1), (3) | (1), (2), (3) | |



*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year grants carry forward to future years.

(2) The unexpended balance for 2020 includes \$1,705,000 of flexibility moved from Formula Transit Grants for Rural Areas - Sec 5311 to Bus Facility Transit Grants - Sec 5339.

(3) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for vehicles ordered in in one fiscal year, but not delivered until the following fiscal year. The following table breaks out these amounts by fiscal year.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|----------------|----------------|----------------|
| Purchase Orders | \$ 545,280 | \$ 664,944 | \$ 684,115 |

FLEXIBILITY REQUEST FORM

| | | | |
|----------------------------|--|--------------------|---|
| BUDGET UNIT NUMBER: | 60531C, 60534C, 60535C, 60536C, 60554C Capital Impr - Sec 5310, Formula Transit Grants for Rural Areas - Sec | DEPARTMENT: | Missouri Department of Transportation (MoDOT) |
| BUDGET UNIT NAME: | 5311, Cap Grants - Sec 5309, Planning Grants - Sec 5303, Bus & Bus Facility Transit Grants - Sec 5339 | DIVISION: | Multimodal Operations |
| HOUSE BILL SECTION: | 4.480, 4.490, 4.495, 4.500, 4.505 | | |

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT REQUEST

The fiscal year 2022 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$13,375,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

| PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED | BUDGET REQUEST ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED |
|--|---|--|
| In fiscal year 2020, MoDOT used \$1.7 million of flexibility, or 0.6 percent, and moved Formula Transit Grants for Rural Areas - Sec 5311 to Bus & Bus Facility Transit Grants - Sec 5339. | In fiscal year 2021, MoDOT has not yet requested the use of any flexibility. The General Assembly approved 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund. | The department is requesting 25 percent flexibility, totaling \$13,375,000 from the Multimodal Operations Federal Fund, as needed. |

3. Please explain how flexibility was used in the prior and/or current years.

| PRIOR YEAR EXPLAIN ACTUAL USE | CURRENT YEAR EXPLAIN PLANNED USE |
|---|--|
| This flexibility was used to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. | N/A - Flexibility has not yet been used in the current year. |

**FY 2022
Flexibility Requests**

| MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) | | | | | | | |
|---|--------|---|------|------|---------------------|-------------|--------------------|
| | | | | | | FLEXIBILITY | |
| HB | APPROP | APPROP NAME | FUND | FUND | FY 21 APPROP AMT | FY 21 TAFP | FY 22 REQUESTED |
| 4.480 | 8493 | CI GRANTS SECTION 5310 | 0126 | FED | \$10,600,000 | 25% | 25% |
| 4.490 | 8726 | FORMULA TRANSIT GRANTS FOR RURAL AREAS SECTION 5311 | 0126 | FED | \$31,000,000 | 25% | 25% |
| 4.495 | 1316 | CAPITAL GRANTS SECTION 5309 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.500 | 0437 | PLANNING GRANTS SECTION 5303 | 0126 | FED | \$1,000,000 | 25% | 25% |
| 4.505 | 8249 | BUS & BUS FACILITY TRANSIT GRANTS SECTION 5339 | 0126 | FED | \$9,900,000 | 25% | 25% |

CORE RECONCILIATION

STATE
BUS & BUS FACILITY TRNSIT GRNT

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|------------------|----------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | EE | 0.00 | 0 | 29,355 | 0 | 29,355 | |
| | PD | 0.00 | 0 | 9,870,645 | 0 | 9,870,645 | |
| | Total | 0.00 | 0 | 9,900,000 | 0 | 9,900,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | EE | 0.00 | 0 | 29,355 | 0 | 29,355 | |
| | PD | 0.00 | 0 | 9,870,645 | 0 | 9,870,645 | |
| | Total | 0.00 | 0 | 9,900,000 | 0 | 9,900,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | EE | 0.00 | 0 | 29,355 | 0 | 29,355 | |
| | PD | 0.00 | 0 | 9,870,645 | 0 | 9,870,645 | |
| | Total | 0.00 | 0 | 9,900,000 | 0 | 9,900,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| BUS & BUS FACILITY TRNSIT GRNT | | | | | | | | |
| CORE | | | | | | | | |
| PROFESSIONAL DEVELOPMENT | 0 | 0.00 | 1,133 | 0.00 | 1,133 | 0.00 | 1,133 | 0.00 |
| PROFESSIONAL SERVICES | 0 | 0.00 | 28,222 | 0.00 | 28,222 | 0.00 | 28,222 | 0.00 |
| TOTAL - EE | 0 | 0.00 | 29,355 | 0.00 | 29,355 | 0.00 | 29,355 | 0.00 |
| PROGRAM DISTRIBUTIONS | 6,912,672 | 0.00 | 9,863,641 | 0.00 | 9,863,641 | 0.00 | 9,863,641 | 0.00 |
| REFUNDS | 0 | 0.00 | 7,004 | 0.00 | 7,004 | 0.00 | 7,004 | 0.00 |
| TOTAL - PD | 6,912,672 | 0.00 | 9,870,645 | 0.00 | 9,870,645 | 0.00 | 9,870,645 | 0.00 |
| GRAND TOTAL | \$6,912,672 | 0.00 | \$9,900,000 | 0.00 | \$9,900,000 | 0.00 | \$9,900,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$6,912,672 | 0.00 | \$9,900,000 | 0.00 | \$9,900,000 | 0.00 | \$9,900,000 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.505

Program Name: Bus and Bus Facility Transit Grants

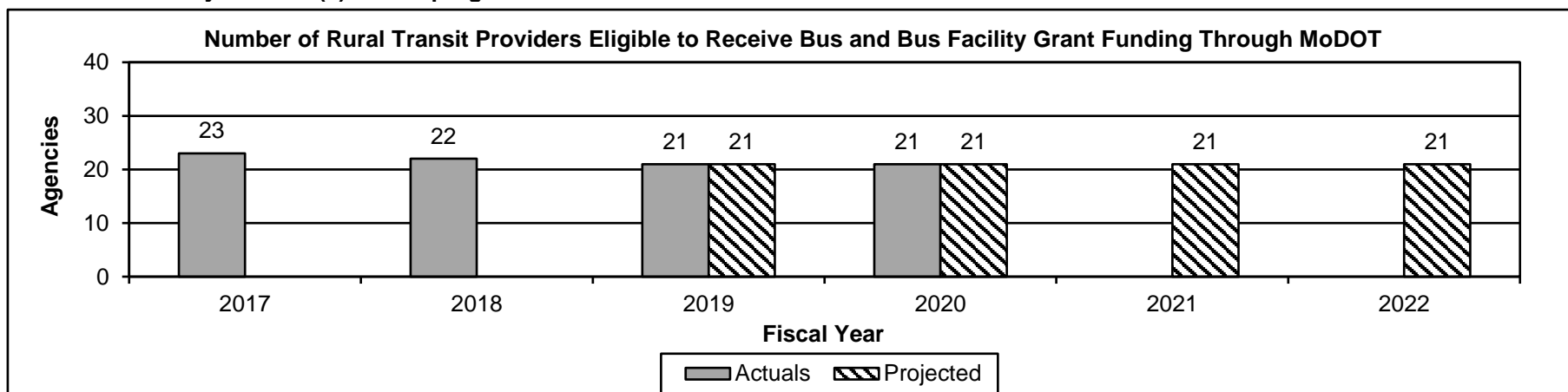
Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The Fixing America's Surface Transportation (FAST) Act contains a bus and bus facility transit grant program. This appropriation provides funding for public transit providers to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are annually apportioned to each of the large urban areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urban areas (between 50,000 - 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. Large urban and small urban public transit providers receive their apportionments directly from the Federal Transit Administration. MoDOT only administers the rural apportionment for rural public transit providers. Awards for transit vehicle replacement are based upon the useful life criteria. Useful life criteria identifies the expected lifetime of vehicles based upon years and/or mileage. Vehicles must meet or exceed the useful life criteria to be eligible for replacement.

2a. Provide an activity measure(s) for the program.

The 2021 and 2022 projections are based on the number of agencies currently eligible to receive funding.

PROGRAM DESCRIPTION

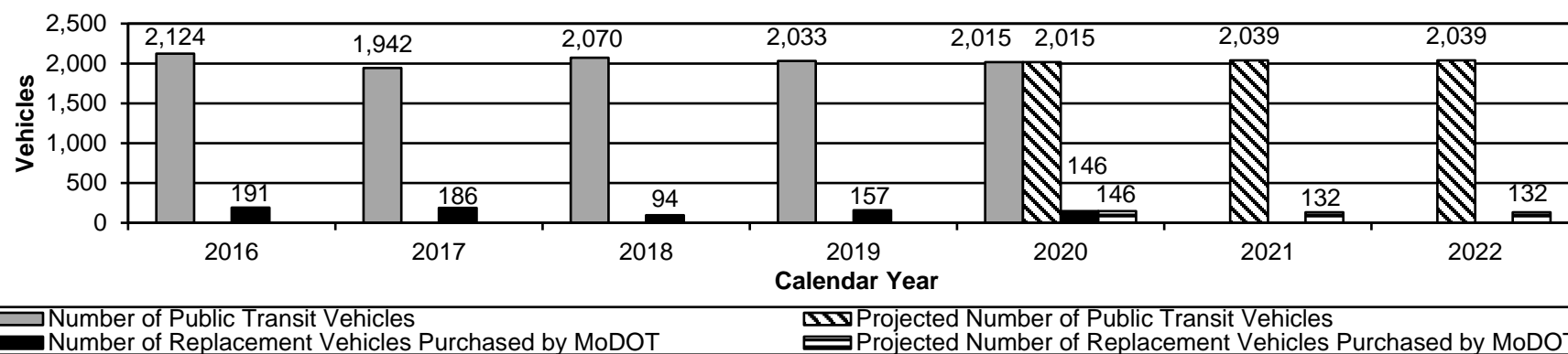
Department of Transportation

HB Section(s): 4.505

Program Name: Bus and Bus Facility Transit Grants

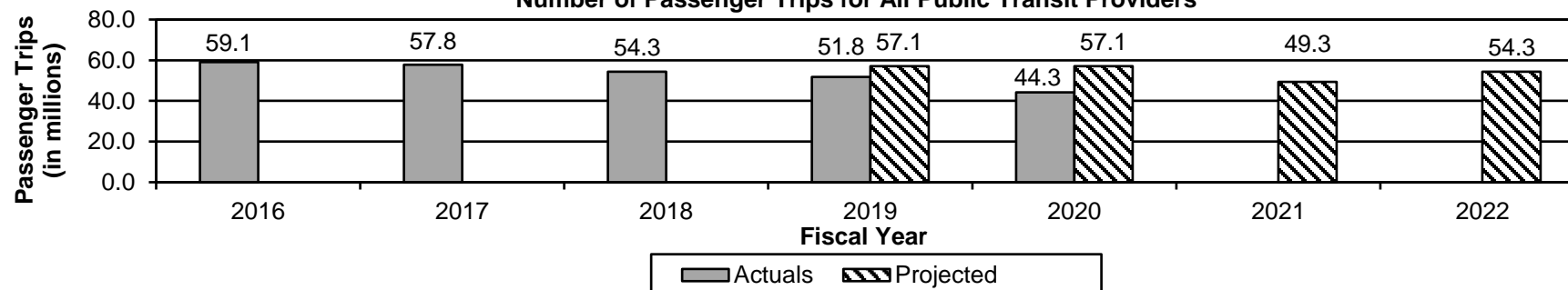
Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

Number of Transit Vehicles Purchased Through MoDOT



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. The 2021 and 2022 projections are based on the average of the past three years of actuals.

Number of Passenger Trips for All Public Transit Providers



This graph includes transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding, and in 2020, ridership declined due to the COVID-19 pandemic. The 2021 and 2022 projections are based on ridership returning to the number of passenger trips in 2018.

PROGRAM DESCRIPTION

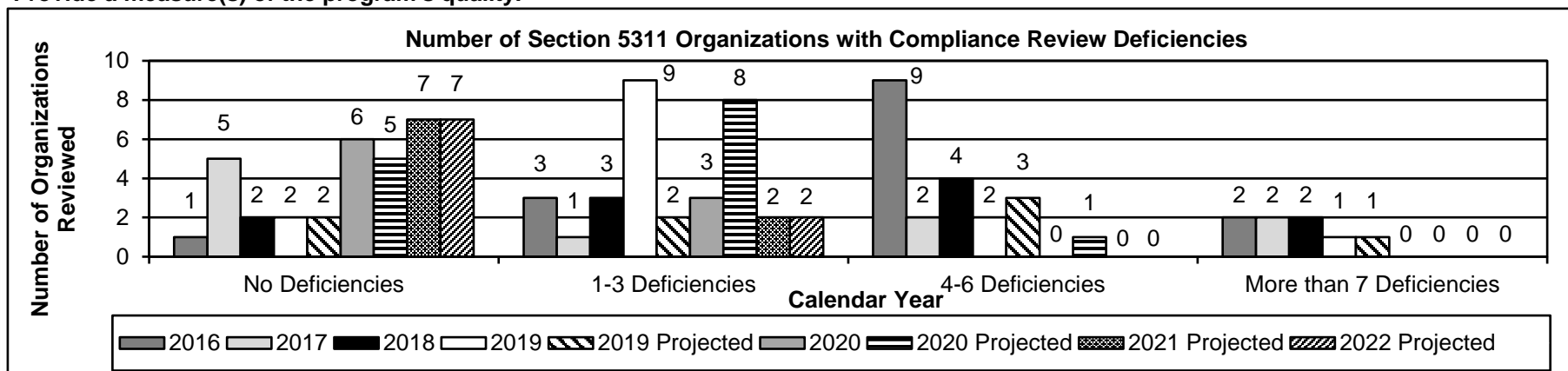
Department of Transportation

HB Section(s): 4.505

Program Name: Bus and Bus Facility Transit Grants

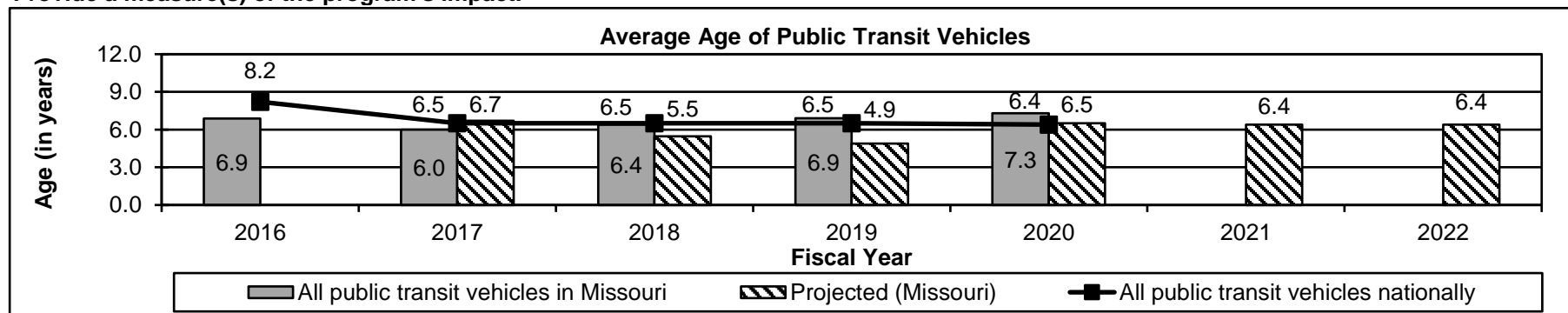
Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

2c. Provide a measure(s) of the program's impact.



This data is from the National Transit Database administered by the Federal Transit Administration. The fiscal year 2021 and 2022 projections are based on the 2020 national average.

PROGRAM DESCRIPTION

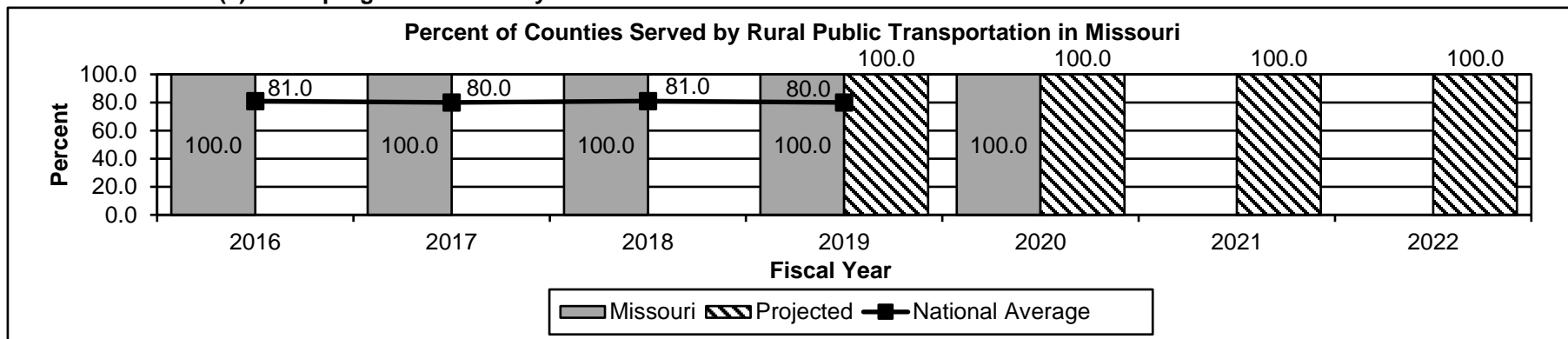
Department of Transportation

HB Section(s): 4.505

Program Name: Bus and Bus Facility Transit Grants

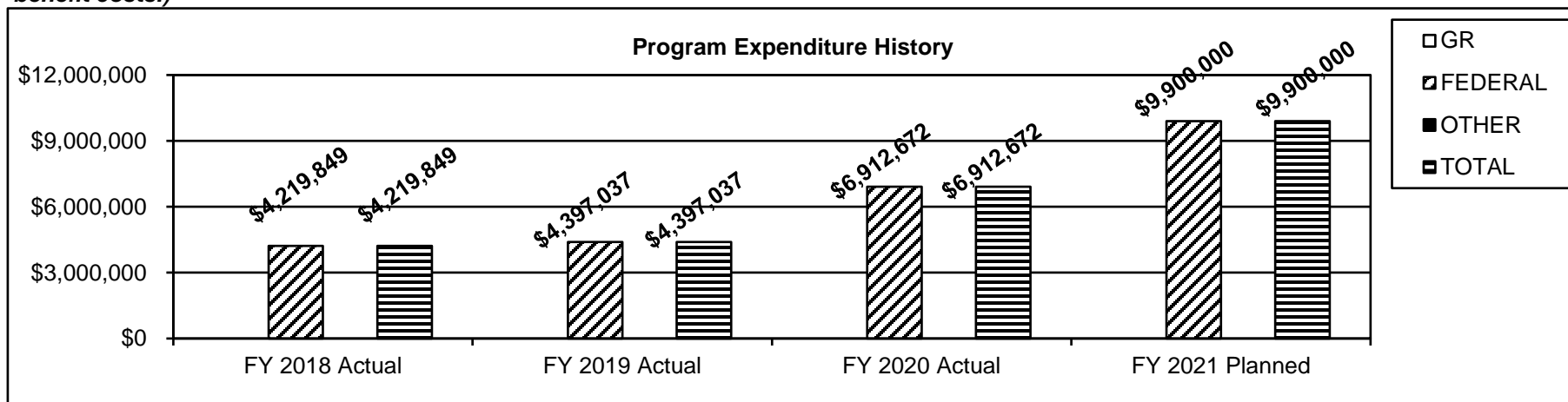
Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

2d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2020 national average data was not available at the time of publication and will be released in late fall of 2021.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.505

Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 U.S.C. 5339 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent cash matching funds from local/regional transit project sponsors. Funds allocated in the State Transit Assistance appropriation (226.195, RSMo) allocated to local/regional transit agencies may be used by the local/regional transit agency to match these federal funds.

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|-------------------------------|------------------|----------------|------------------|----------------|------------------|-----------------|------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| STATE SAFETY OVERSIGHT | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 217,283 | 0.00 | 505,962 | 0.00 | 505,962 | 0.00 | 505,962 | 0.00 |
| STATE TRANSPORTATION FUND | 54,321 | 0.00 | 126,491 | 0.00 | 126,491 | 0.00 | 126,491 | 0.00 |
| TOTAL - PD | 271,604 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 |
| TOTAL | 271,604 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 |
| GRAND TOTAL | \$271,604 | 0.00 | \$632,453 | 0.00 | \$632,453 | 0.00 | \$632,453 | 0.00 |

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CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: State Safety Oversight | HB Section: | 4.510 |

1. CORE FINANCIAL SUMMARY

| | FY 2022 Budget Request | | | |
|--------------|------------------------|------------------|------------------|------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$505,962 | \$126,491 | \$632,453 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$505,962 | \$126,491 | \$632,453 |

FTE 0.00 0.00 0.00 0.00

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

| | FY 2022 Governor's Recommendation | | | |
|--------------|-----------------------------------|------------------|------------------|------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$505,962 | \$126,491 | \$632,453 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$505,962 | \$126,491 | \$632,453 |

FTE 0.00 0.00 0.00 0.00

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds : State Transportation Fund (0675)

2. CORE DESCRIPTION

This appropriation funds the State Safety Oversight Program, which involves inspecting light rail transit systems. The federal transportation act, Fixing America's Surface Transportation (FAST), contained federal funding for this program. The program requires a 20 percent state match.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Currently, three operational systems exist in Missouri, the Metrolink in St. Louis, the Kansas City Streetcar and the Delmar Loop Trolley in St. Louis. Each is subject to the safety requirements of the State Safety Oversight program.

CORE DECISION ITEM

Department of Transportation
Division: Multimodal Operations
Core: State Safety Oversight

Budget Unit: Multimodal Operations

HB Section: 4.510

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$632,453 | \$632,453 | \$632,453 | \$632,453 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$632,453 | \$632,453 | \$632,453 | N/A |
| Actual Expenditures (All Funds) | \$334,767 | \$200,297 | \$271,604 | N/A |
| Unexpended (All Funds) | \$297,686 | \$432,156 | \$360,849 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$247,916 | \$345,724 | \$288,679 | N/A |
| Other | \$49,770 | \$86,432 | \$72,170 | N/A |

(1)

*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

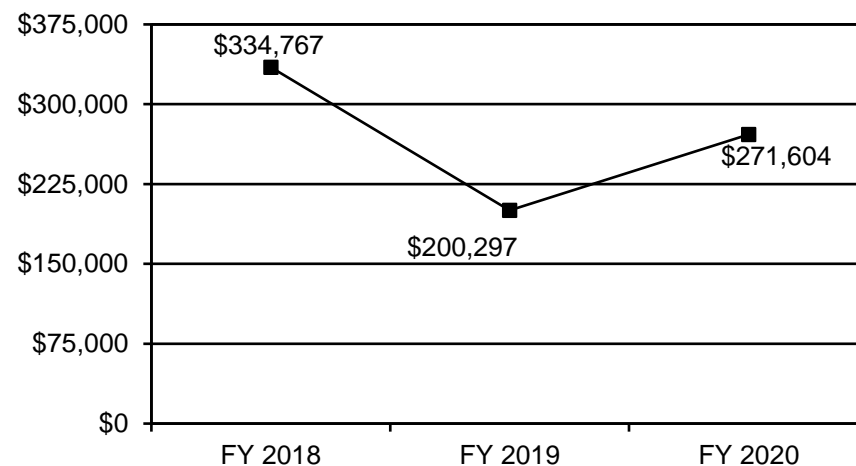
Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for vehicles ordered in in one fiscal year, but not delivered until the following fiscal year.

| | |
|-----------------|-----------|
| | FY 2020 |
| Purchase Orders | \$ 19,364 |

Actual Expenditures (All Funds)



CORE RECONCILIATION

STATE
STATE SAFETY OVERSIGHT

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------------|----------------|----------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 505,962 | 126,491 | 632,453 | |
| | Total | 0.00 | 0 | 505,962 | 126,491 | 632,453 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 505,962 | 126,491 | 632,453 | |
| | Total | 0.00 | 0 | 505,962 | 126,491 | 632,453 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 505,962 | 126,491 | 632,453 | |
| | Total | 0.00 | 0 | 505,962 | 126,491 | 632,453 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|-------------------------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| STATE SAFETY OVERSIGHT | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 271,604 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 |
| TOTAL - PD | 271,604 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 | 632,453 | 0.00 |
| GRAND TOTAL | \$271,604 | 0.00 | \$632,453 | 0.00 | \$632,453 | 0.00 | \$632,453 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$217,283 | 0.00 | \$505,962 | 0.00 | \$505,962 | 0.00 | \$505,962 | 0.00 |
| OTHER FUNDS | \$54,321 | 0.00 | \$126,491 | 0.00 | \$126,491 | 0.00 | \$126,491 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.510

Program Name: State Safety Oversight

Program is found in the following core budget(s): State Safety Oversight

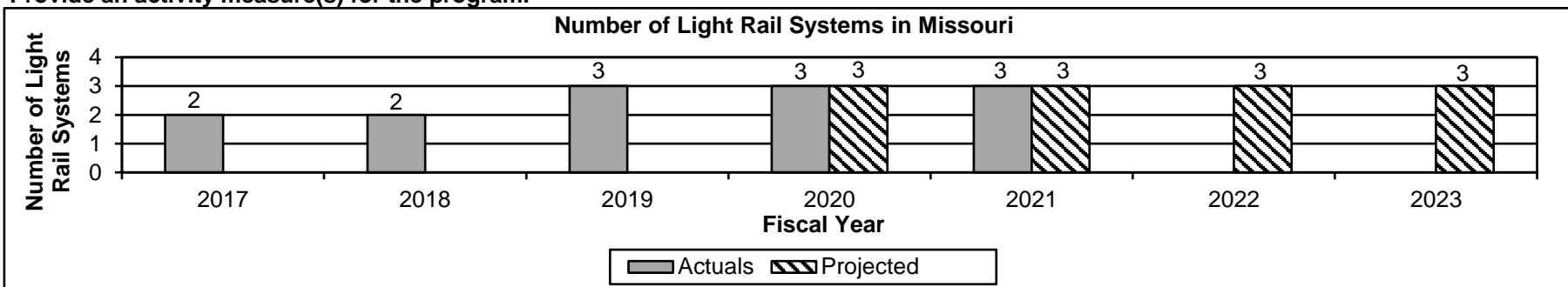
1a. What strategic priority does this program address?

Safety - moving Missourians safely

1b. What does this program do?

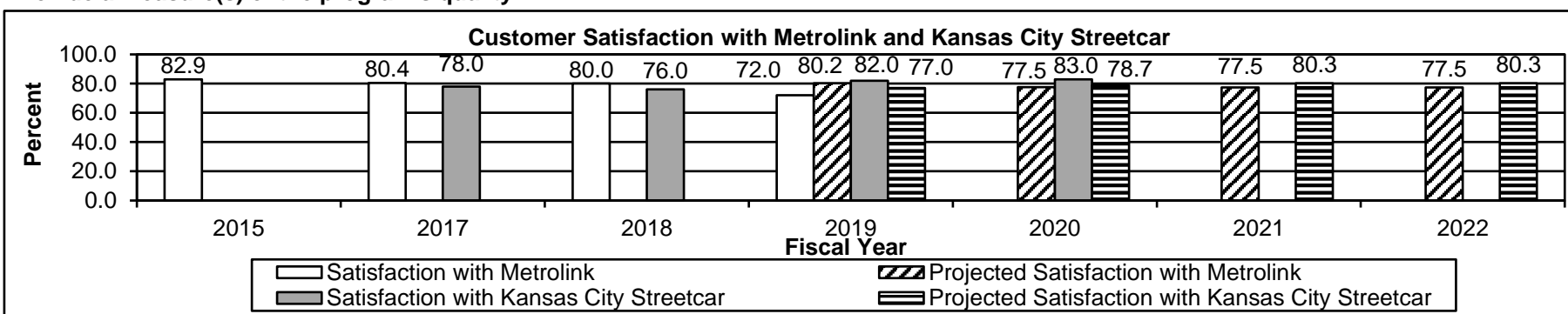
This appropriation funds the State Safety Oversight Program, which involves inspecting light rail transit systems. The federal transportation act, Fixing America's Surface Transportation (FAST), contained federal funding for this program. The program requires a 20 percent state match.

2a. Provide an activity measure(s) for the program.



There are three light rail systems currently operating in Missouri. Each is subject to the safety requirements of the State Safety Oversight program. The 2022 and 2023 projections are based upon the number of light rail systems in operation in 2021.

2b. Provide a measure(s) of the program's quality.



Kansas City Streetcar has only been open since May of 2016; therefore, information on customer satisfaction is unavailable for 2015. The 2021 and 2022 projections are based on the average of the last three years of actuals. The 2020 Metrolink customer satisfaction data was not available at time of publication.

PROGRAM DESCRIPTION

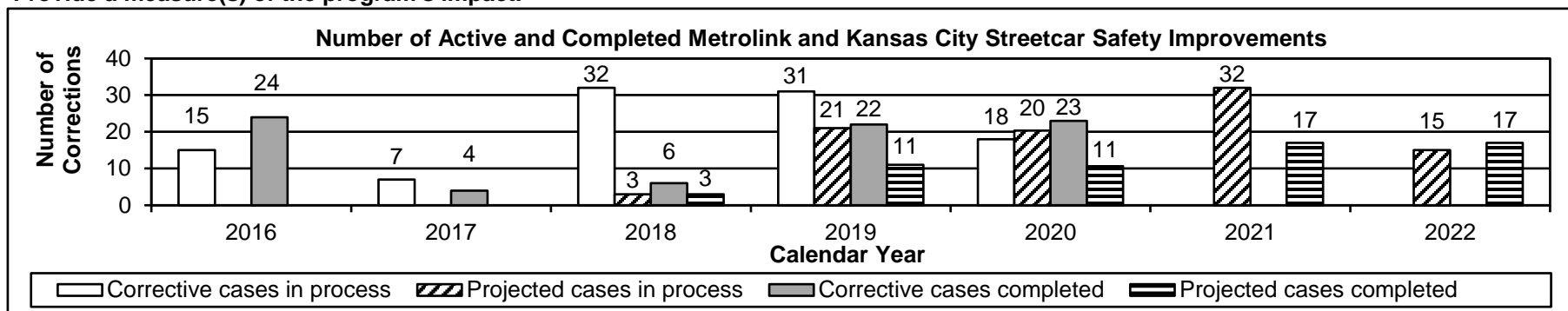
Department of Transportation

HB Section(s): 4.510

Program Name: State Safety Oversight

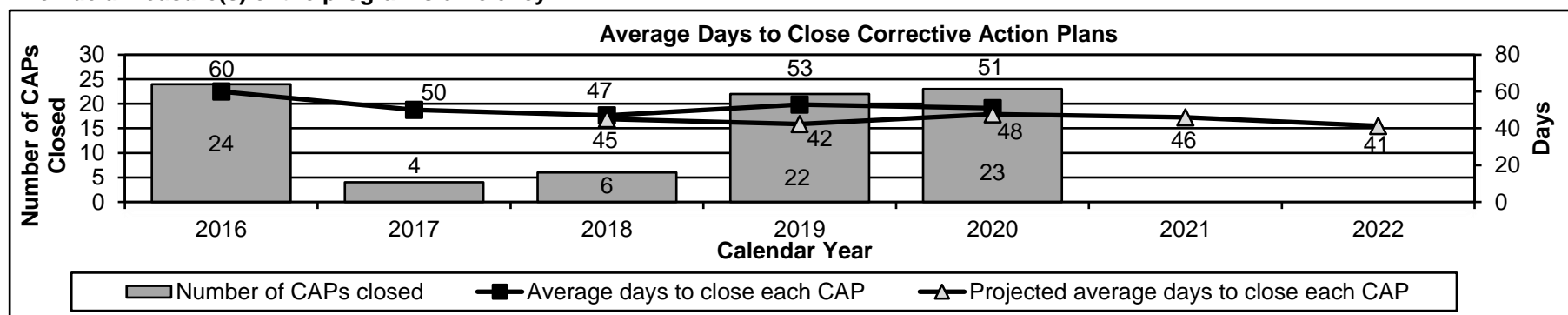
Program is found in the following core budget(s): State Safety Oversight

2c. Provide a measure(s) of the program's impact.



There are three light rail systems currently operating in Missouri. The Delmar Loop Trolley is being regulated differently than Metrolink and Kansas City Streetcar; and, therefore, is not included in this measure. Compliance reviews are conducted every three years and were conducted in 2018. The high number of corrective cases opened in 2018 is due to the more stringent federal regulations. The 2021 and 2022 projections for cases completed are based on the average number of cases completed for the past three years of actuals. The 2021 projected cases in process is based on the number of corrective cases open in calendar year 2018. The 2022 projection for cases in process is based off of 2021 projected number of corrective cases in process minus the projected number of corrective cases completed for 2022.

2d. Provide a measure(s) of the program's efficiency.



There were no corrective action plans (CPAs) opened in calendar year 2017. The 2021 projection is a 10 percent reduction of the days to close CAPs in 2020. The 2022 projection is a 10 percent reduction of the 2021 projection.

PROGRAM DESCRIPTION

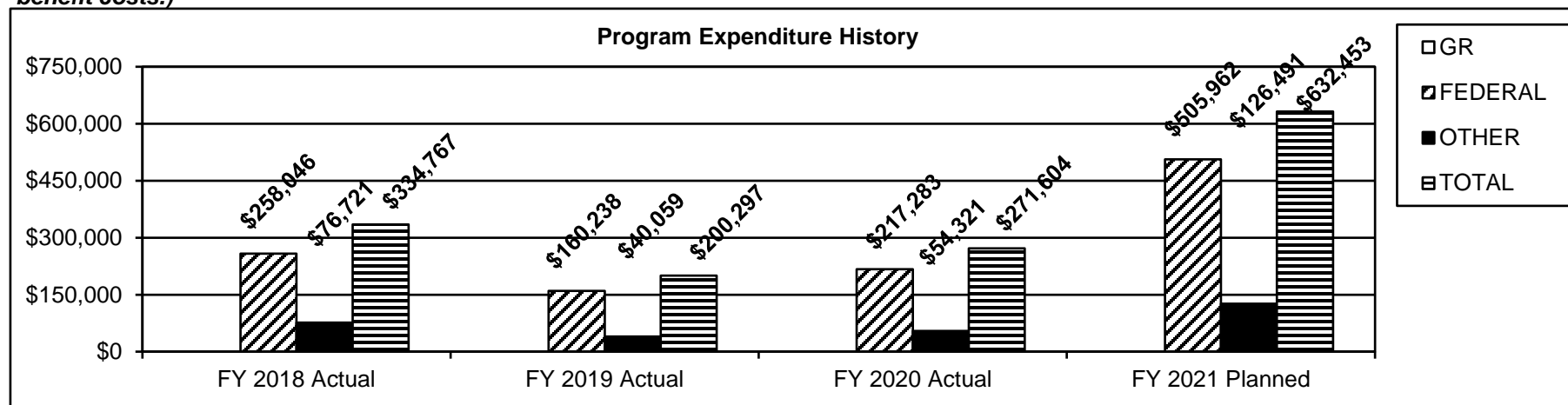
Department of Transportation

HB Section(s): 4.510

Program Name: State Safety Oversight

Program is found in the following core budget(s): State Safety Oversight

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
49 U.S.C. 5329
6. Are there federal matching requirements? If yes, please explain.
Yes, this program requires a 20 percent state match.
7. Is this a federally mandated program? If yes, please explain.
No

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|-----------------------------------|--------------------|----------------|--------------------|----------------|---------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| STATE MATCH FOR AMTRAK | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 9,100,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 |
| TOTAL - PD | 9,100,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 |
| TOTAL | 9,100,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 |
| Amtrak Operating - 1605013 | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 0 | 0.00 | 0 | 0.00 | 4,650,000 | 0.00 | 1,850,000 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 4,650,000 | 0.00 | 1,850,000 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 4,650,000 | 0.00 | 1,850,000 | 0.00 |
| Amtrak Arrears - 1605014 | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 0 | 0.00 | 0 | 0.00 | 10,350,000 | 0.00 | 0 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 10,350,000 | 0.00 | 0 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 10,350,000 | 0.00 | 0 | 0.00 |
| GRAND TOTAL | \$9,100,000 | 0.00 | \$8,000,000 | 0.00 | \$23,000,000 | 0.00 | \$9,850,000 | 0.00 |

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CORE DECISION ITEM

| | |
|--|---|
| Department of Transportation Division: Multimodal Operations Core: State Match for Amtrak | Budget Unit: Multimodal Operations HB Section: 4.515 |
|--|---|

1. CORE FINANCIAL SUMMARY

| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
|------------------------|--------------------|-------------|-------------|--------------------|-----------------------------------|--------------------|-------------|-------------|--------------------|
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$8,000,000 | \$0 | \$0 | \$8,000,000 | PSD | \$8,000,000 | \$0 | \$0 | \$8,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$8,000,000 | \$0 | \$0 | \$8,000,000 | Total | \$8,000,000 | \$0 | \$0 | \$8,000,000 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. CORE DESCRIPTION

This program provides state funding for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development. The Missouri River Runner ridership was approximately 118,000 in state fiscal year 2020, which was a significant reduction due to the COVID-19 pandemic.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

The projected cost to fund twice daily round trips for fiscal year 2022 passenger rail service is \$12.65 million. This would be a core increase of \$4.65 million over fiscal year 2021. The accumulated arrears has been reduced due to the CARES Act funding and is projected to be \$3.40 million by the end of fiscal year 2021. The projected cost to fund one daily round trip for fiscal year 2022 passenger rail service is \$9.85 million. Intercity passenger rail service supports statewide economic development. If passenger rail service is discontinued, for any reason or at any time during a 20 year period from the date of the last project improvement, MoDOT will pay back a pro-rated share of the Federal contribution based upon the 20 year period remaining.

CORE DECISION ITEM

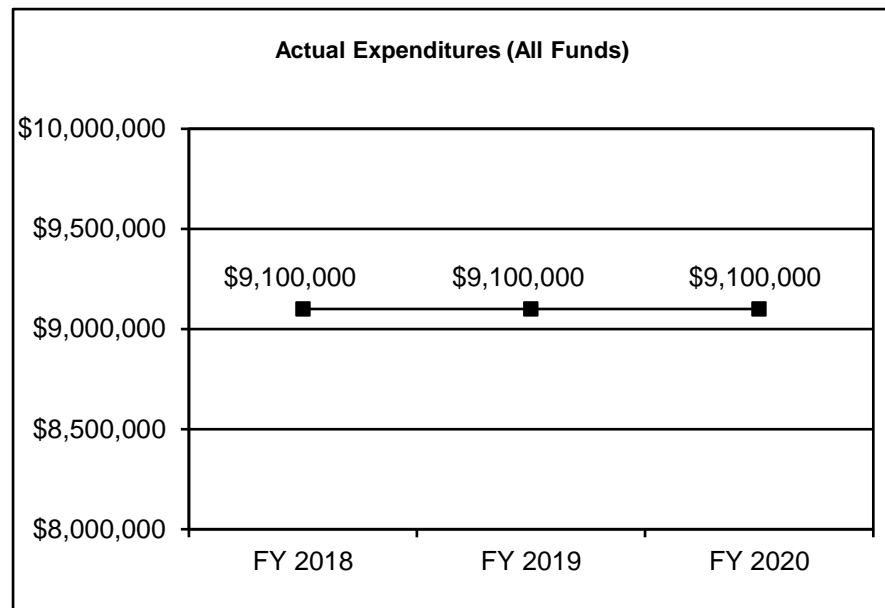
Department of Transportation
 Division: Multimodal Operations
 Core: State Match for Amtrak

Budget Unit: Multimodal Operations

HB Section: 4.515

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$9,100,000 | \$9,100,000 | \$9,100,000 | \$8,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$9,100,000 | \$9,100,000 | \$9,100,000 | N/A |
| Actual Expenditures (All Funds) | \$9,100,000 | \$9,100,000 | \$9,100,000 | N/A |
| Unexpended (All Funds) | \$0 | \$0 | \$0 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |



*Restricted amount is as of N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

STATE
STATE MATCH FOR AMTRAK

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|------------------|----------|----------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 8,000,000 | 0 | 0 | 8,000,000 | |
| | Total | 0.00 | 8,000,000 | 0 | 0 | 8,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 8,000,000 | 0 | 0 | 8,000,000 | |
| | Total | 0.00 | 8,000,000 | 0 | 0 | 8,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 8,000,000 | 0 | 0 | 8,000,000 | |
| | Total | 0.00 | 8,000,000 | 0 | 0 | 8,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|-------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| STATE MATCH FOR AMTRAK | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 9,100,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 |
| TOTAL - PD | 9,100,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 | 8,000,000 | 0.00 |
| GRAND TOTAL | \$9,100,000 | 0.00 | \$8,000,000 | 0.00 | \$8,000,000 | 0.00 | \$8,000,000 | 0.00 |
| GENERAL REVENUE | \$9,100,000 | 0.00 | \$8,000,000 | 0.00 | \$8,000,000 | 0.00 | \$8,000,000 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.515

Program Name: State Match for Amtrak

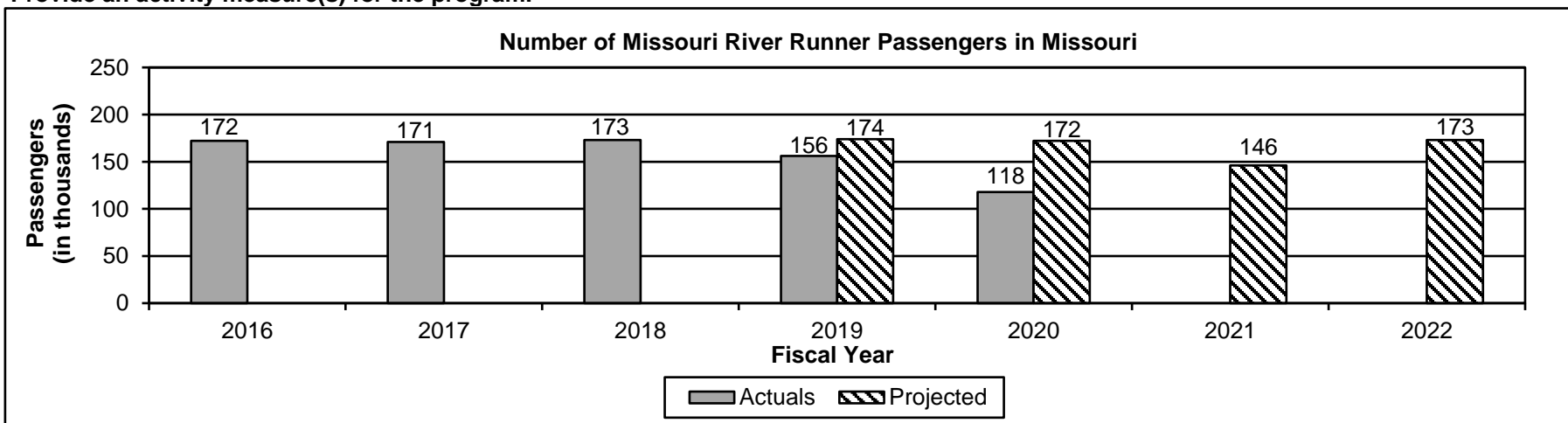
Program is found in the following core budget(s): State Match for Amtrak

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program provides state assistance for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development.

2a. Provide an activity measure(s) for the program.

In 2019, Missouri River Runner ridership declined significantly due to flooding. In 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 and 2022 projections are based on ridership returning to 2018 ridership levels in 2022.

PROGRAM DESCRIPTION

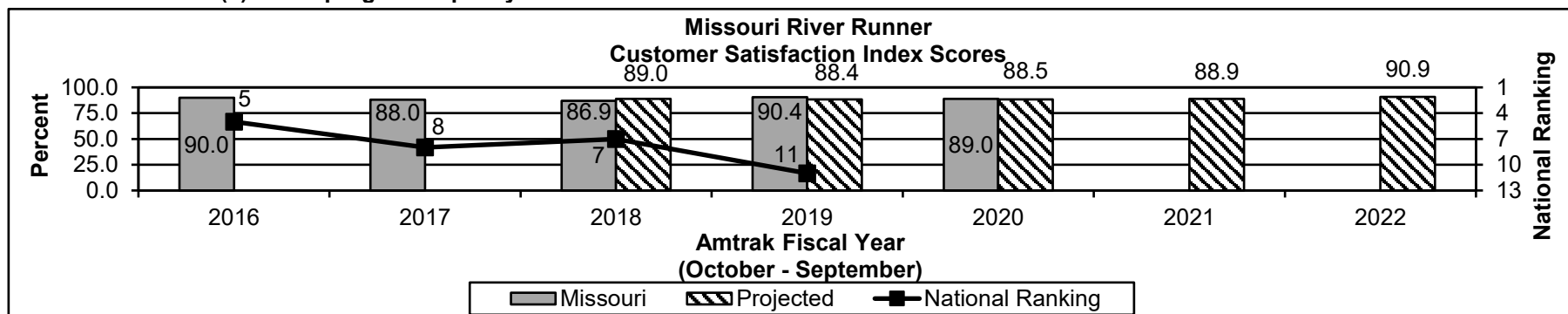
Department of Transportation

HB Section(s): 4.515

Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

2b. Provide a measure(s) of the program's quality.



Annually, Amtrak ranks its 46 routes nationwide in customer satisfaction by criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The Missouri River Runner was ranked 11th best among nationwide routes in these categories in 2019. National ranking data is not available for 2020 because, Amtrak halted data collection due to the COVID-19 pandemic. The 2021 projection is the five year average of customer satisfaction with the Missouri River Runner. The 2022 projection was established by projecting a two percent improvement from the five year average of customer satisfaction with the Missouri River Runner.

2c. Provide a measure(s) of the program's impact.

Missouri River Runner Per Rider Subsidy from State Support

| State Fiscal Year | Ridership | State Cost | Per Rider Cost | Amtrak Contract | Per Rider Cost if the Entire Contract Was Paid |
|-------------------|-----------|-------------|----------------|-----------------|--|
| 2016 | 172,032 | \$9,600,000 | \$56 | \$9,523,005 | \$55 |
| 2017 | 170,892 | \$9,100,000 | \$53 | \$10,618,315 | \$62 |
| 2018 | 172,555 | \$9,100,000 | \$53 | \$11,049,407 | \$64 |
| 2019 | 156,071 | \$9,100,000 | \$58 | \$11,250,000 | \$72 |
| 2019 Projected | 174,000 | \$9,100,000 | \$52 | \$11,000,000 | \$63 |
| 2020 | 117,739 | \$9,100,000 | \$77 | \$11,650,000 | \$99 |
| 2020 Projected | 172,000 | \$9,100,000 | \$53 | \$11,650,000 | \$68 |
| 2021 Projected | 146,000 | \$8,000,000 | \$55 | \$9,850,000 | \$67 |

The state subsidy would be larger if the full cost of the contract had been included. For example, in 2020, the Amtrak contract amount was \$11.7 million which would result in a \$99 per rider cost compared to the cost of \$77. In 2019, Amtrak ridership declined significantly due to flooding and in 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 projection is based on ridership returning to 2018 levels by 2022.

PROGRAM DESCRIPTION

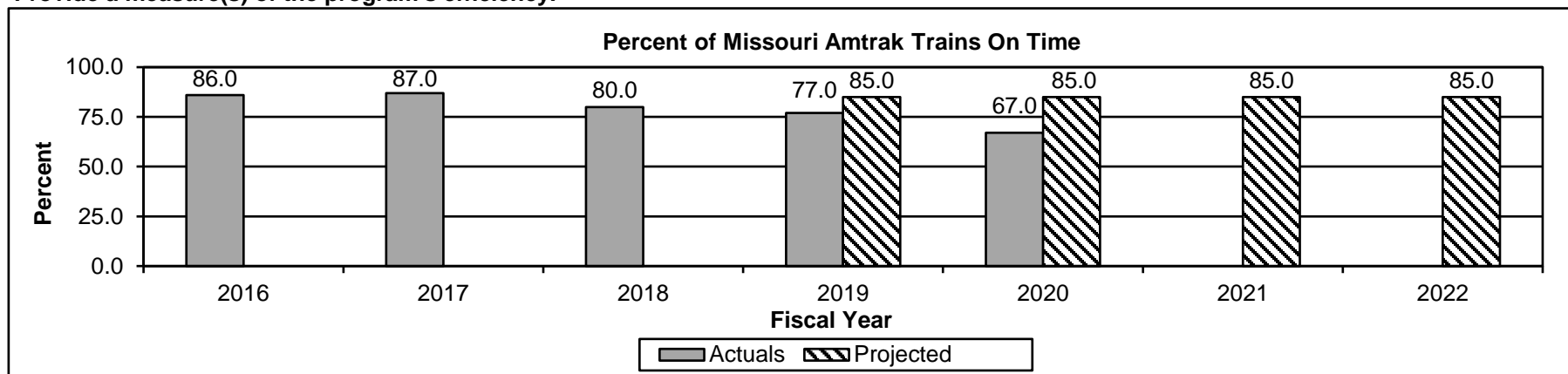
Department of Transportation

HB Section(s): 4.515

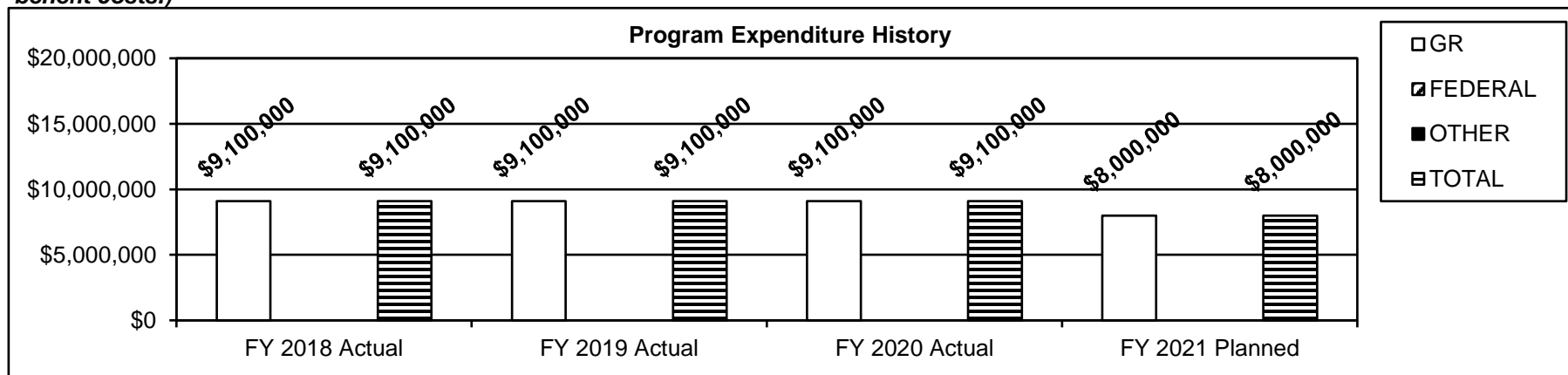
Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

2d. Provide a measure(s) of the program's efficiency.



The 2021 and 2022 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2019 on-time performance declined due to flooding. The 2020 on-time performance was poor in the fall of 2019 with on-time performance returning to an acceptable rate in the Spring of 2020.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. *(Note: Amounts do not include fringe benefit costs.)*

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.515

Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 33.543, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

NEW DECISION ITEM

RANK: 9OF 14

| | |
|---|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| DI Name: <u>State Match for Amtrak Operating Cost Expansion DI# 1605013</u> | HB Section: <u>4.515</u> |

1. AMOUNT OF REQUEST

| | FY 2022 Budget Request | | | |
|-------|------------------------|------------|------------|--------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$4,650,000 | \$0 | \$0 | \$4,650,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | <u>\$4,650,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$4,650,000</u> |

FTE 0.00 0.00 0.00 0.00

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

| | FY 2022 Governor's Recommendation | | | |
|-------|-----------------------------------|------------|------------|--------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$1,850,000 | \$0 | \$0 | \$1,850,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | <u>\$1,850,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$1,850,000</u> |

FTE 0.00 0.00 0.00 0.00

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

| | | |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program | <input type="checkbox"/> Fund Switch |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue |
| <input type="checkbox"/> GR Pick-Up | <input type="checkbox"/> Space Request | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan | <input type="checkbox"/> Other: _____ | |

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This program provides state funding from General Revenue (GR) for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as MoDOT continues to provide alternative transportation options to travelers. The Missouri River Runner ridership was approximately 118,000 in state fiscal year 2020. This drop in ridership is directly related to the COVID-19 pandemic. This request is needed to cover the difference between the estimated operating cost of \$12.65 million and the core appropriation request of \$8.00 million for fiscal year 2022. This funding request is based on providing twice daily passenger rail service in fiscal year 2022. The projected cost to fund one daily round trip for fiscal year 2022 passenger rail service is \$9.85 million.

The Governor's Recommendation is less than the department's request.

NEW DECISION ITEM

RANK: 9OF 14

| Department of Transportation | | | | Budget Unit: <u>Multimodal Operations</u> | | | | | | |
|---|------------------------|----------------|-----------------|--|------------------------|------------------------------|-----------------------------|------------------------------|--------------------------|---------------------------------|
| Division: <u>Multimodal Operations</u> | | | | | | | | | | |
| DI Name: <u>State Match for Amtrak Operating Cost Expansion DI# 1605013</u> | | | | HB Section: <u>4.515</u> | | | | | | |
| 4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.) | | | | | | | | | | |
| This request is needed to cover the difference between the estimated operating cost of \$12.65 million and the core appropriation request of \$8.00 million for fiscal year 2022. The calculation for this request is: total estimate to provide twice daily service \$18.80 million, less \$6.15 million in fares, less \$8.00 million General Revenue appropriation request for fiscal year 2022. | | | | | | | | | | |
| 5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS. | | | | | | | | | | |
| Budget Object Class/Job Class | Dept Req GR DOLLARS | Dept Req GR | Dept Req FTE | Dept Req FED DOLLARS | Dept Req FED FTE | Dept Req OTHER DOLLARS | Dept Req OTHER FTE | Dept Req TOTAL DOLLARS | Dept Req TOTAL FTE | Dept Req One-Time DOLLARS |
| Total PS | \$0 | | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$4,650,000 | | | \$0 | | \$0 | | \$4,650,000 | | \$0 |
| Total PSD | \$4,650,000 | | | \$0 | | \$0 | | \$4,650,000 | | \$0 |
| Total TRF | \$0 | | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$4,650,000 | | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$4,650,000 | 0.0 | \$0 |

NEW DECISION ITEM

RANK: 9OF 14

| Department of Transportation | | | | Budget Unit: <u>Multimodal Operations</u> | | | | | | |
|---|--------------------|----------|----------------|---|-----------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------|
| Division: <u>Multimodal Operations</u> | | | | | | | | | | |
| DI Name: <u>State Match for Amtrak Operating Cost Expansion DI# 1605013</u> | | | | HB Section: <u>4.515</u> | | | | | | |
| Budget Object Class/Job Class | Gov Rec DOLLARS | GR GR | Gov Rec FTE | Gov Rec FED DOLLARS | Gov Rec FED FTE | Gov Rec OTHER DOLLARS | Gov Rec OTHER FTE | Gov Rec TOTAL DOLLARS | Gov Rec TOTAL FTE | Gov Rec One-Time DOLLARS |
| Total PS | \$0 | | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$1,850,000 | | | | | | | \$1,850,000 | | |
| Total PSD | \$1,850,000 | | | \$0 | | \$0 | | \$1,850,000 | | \$0 |
| Total TRF | \$0 | | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$1,850,000 | | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$1,850,000 | 0.0 | \$0 |

NEW DECISION ITEM

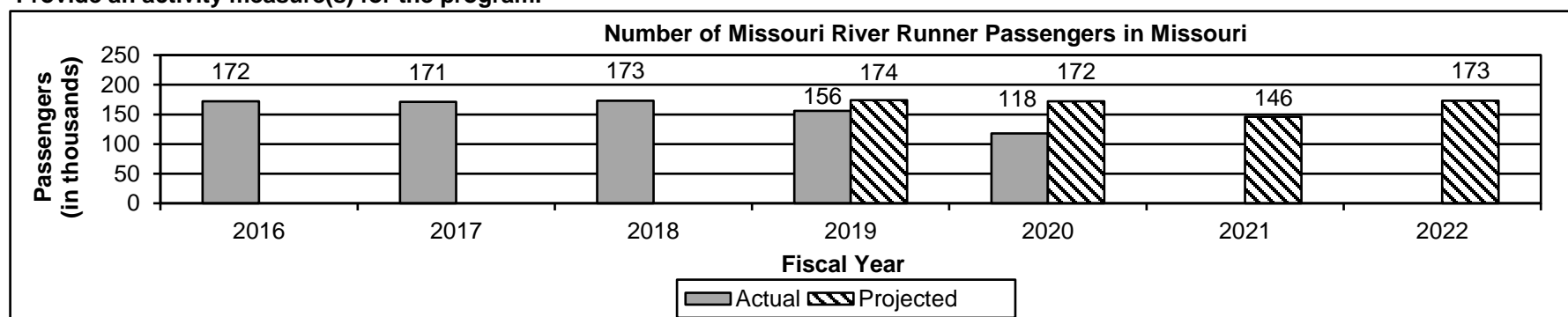
RANK: 9OF 14

Department of Transportation

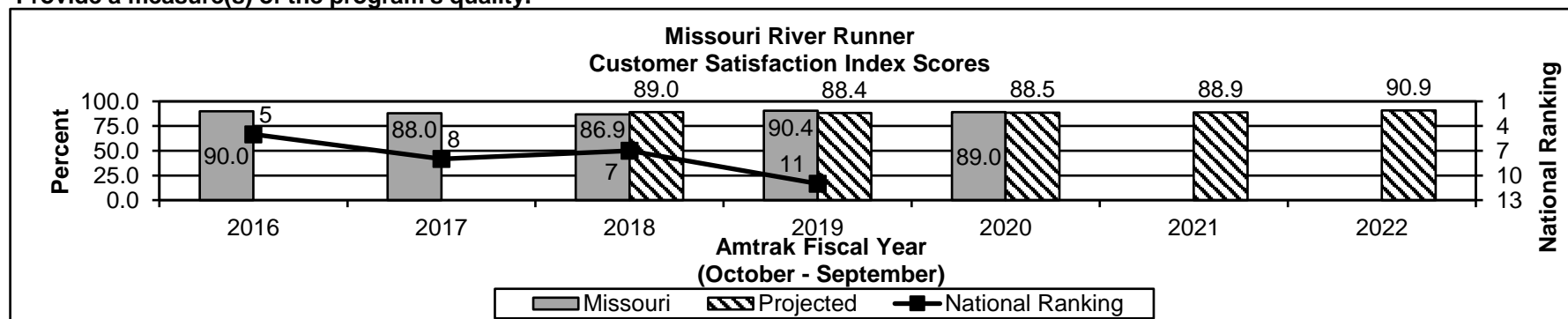
Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: State Match for Amtrak Operating Cost Expansion DI# 1605013

HB Section: 4.515**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)****6a. Provide an activity measure(s) for the program.**

In 2019, Missouri River Runner ridership declined significantly due to flooding. In 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 and 2022 projections are based on ridership returning to 2018 ridership levels in 2022.

6b. Provide a measure(s) of the program's quality.

Annually, Amtrak ranks its 46 routes nationwide in customer satisfaction by criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The Missouri River Runner was ranked 11th best among nationwide routes in these categories in 2019. National ranking data is not available for 2020 because, Amtrak halted data collection due to the COVID-19 pandemic. The 2021 projection is the five year average of customer satisfaction with the Missouri River Runner. The 2022 projection was established by projecting a two percent improvement from the five year average of customer satisfaction with the Missouri River Runner.

NEW DECISION ITEM

RANK: 9OF 14

Department of Transportation

Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: State Match for Amtrak Operating Cost Expansion DI# 1605013HB Section: 4.515

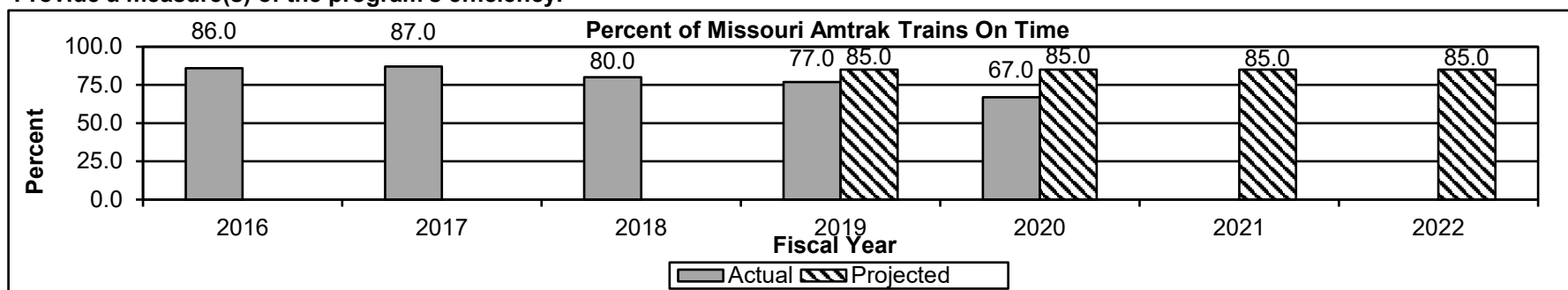
6c. Provide a measure(s) of the program's impact.

Missouri River Runner Per Rider Subsidy from State Support

| State Fiscal Year | Ridership | State Cost | Per Rider Cost | Amtrak Contract | Per Rider Cost if the Entire Contract Was Paid |
|-------------------|-----------|-------------|----------------|-----------------|--|
| 2016 | 172,032 | \$9,600,000 | \$56 | \$9,523,005 | \$55 |
| 2017 | 170,892 | \$9,100,000 | \$53 | \$10,618,315 | \$62 |
| 2018 | 172,555 | \$9,100,000 | \$53 | \$11,049,407 | \$64 |
| 2019 | 156,071 | \$9,100,000 | \$58 | \$11,250,000 | \$72 |
| 2019 Projected | 174,000 | \$9,100,000 | \$52 | \$11,000,000 | \$63 |
| 2020 | 117,739 | \$9,100,000 | \$77 | \$11,650,000 | \$99 |
| 2020 Projected | 172,000 | \$9,100,000 | \$53 | \$11,650,000 | \$68 |
| 2021 Projected | 146,000 | \$8,000,000 | \$55 | \$9,850,000 | \$67 |

The state subsidy would be larger if the full cost of the contract had been included. For example, in 2020, the Amtrak contract amount was \$11.7 million which would result in a \$99 per rider cost compared to the cost of \$77. In 2019, Amtrak ridership declined significantly due to flooding and in 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 projection is based on ridership returning to 2018 levels by 2022.

6d. Provide a measure(s) of the program's efficiency.



The 2021 and 2022 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2019 on-time performance declined due to flooding. The 2020 on-time performance was poor in the fall of 2019 with on-time performance returning to an acceptable rate in the Spring of 2020.

NEW DECISION ITEM

RANK: 9 OF 14

| | |
|---|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| DI Name: <u>State Match for Amtrak Operating Cost Expansion DI# 1605013</u> | HB Section: <u>4.515</u> |

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Fulfill our contractual obligations to Amtrak in order to provide the passenger rail service to Missouri citizens.

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|-----------------------------------|------------|-------------|------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| STATE MATCH FOR AMTRAK | | | | | | | | |
| Amtrak Operating - 1605013 | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 0 | 0.00 | 4,650,000 | 0.00 | 1,850,000 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 4,650,000 | 0.00 | 1,850,000 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$0 | 0.00 | \$4,650,000 | 0.00 | \$1,850,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$4,650,000 | 0.00 | \$1,850,000 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

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NEW DECISION ITEM

RANK: 10 OF 14

| | |
|---|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| DI Name: <u>State Match for Amtrak Arrears Expansion</u> DI# <u>1605014</u> | HB Section: <u>4.515</u> |

1. AMOUNT OF REQUEST

| | FY 2022 Budget Request | | | |
|-------|------------------------|------------|------------|---------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$10,350,000 | \$0 | \$0 | \$10,350,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$10,350,000 | \$0 | \$0 | \$10,350,000 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

| | FY 2022 Governor's Recommendation | | | |
|-------|-----------------------------------|------------|------------|------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$0 | \$0 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

| | | |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program | <input type="checkbox"/> Fund Switch |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue |
| <input type="checkbox"/> GR Pick-Up | <input type="checkbox"/> Space Request | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan | <input type="checkbox"/> Other: _____ | |

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This program provides state assistance from General Revenue (GR) for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as MoDOT continues to provide alternative transportation options to travelers. The Missouri River Runner ridership was approximately 118,000 in state fiscal year 2020. This drop in ridership is directly related to the COVID-19 pandemic. The accumulated arrears has been reduced due to the CARES Act funding and is projected to be \$3.40 million by the end of fiscal year 2021. Amtrak last charged interest on arrears in June 2019, but they can resume charging interest on arrears at any time. Missouri has not been current with payments to Amtrak since 2010. The fiscal year 2021 estimate includes COVID-19 impacts to ridership and once daily service.

The Governor's Recommendation did not include funding for this item.

NEW DECISION ITEM

RANK: 10 OF 14

| Department of Transportation | | | | Budget Unit: <u>Multimodal Operations</u> | | | | | |
|---|---------------------------|-----------------------|----------------------------|--|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|
| Division: <u>Multimodal Operations</u> | | | | | | | | | |
| DI Name: <u>State Match for Amtrak Arrears Expansion</u> <u>DI# 1605014</u> | | | | HB Section: <u>4.515</u> | | | | | |
| 4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.) | | | | | | | | | |
| The accumulated arrears has been reduced due to the CARES Act funding and is projected to be \$3.40 million by the end of fiscal year 2021. | | | | | | | | | |
| 5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS. | | | | | | | | | |
| Budget Object Class/Job Class | Dept Req GR DOLLARS | Dept Req GR FTE | Dept Req FED DOLLARS | Dept Req FED FTE | Dept Req OTHER DOLLARS | Dept Req OTHER FTE | Dept Req TOTAL DOLLARS | Dept Req TOTAL FTE | Dept Req One-Time DOLLARS |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$10,350,000 | | \$0 | | \$0 | | \$10,350,000 | | \$0 |
| Total PSD | \$10,350,000 | | \$0 | | \$0 | | \$10,350,000 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$10,350,000 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$10,350,000 | 0.0 | \$0 |

NEW DECISION ITEM

RANK: 10 OF 14

| Department of Transportation | | | | Budget Unit: <u>Multimodal Operations</u> | | | | | | |
|---|--------------------------|----------------------|---------------------------|---|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------|--|
| Division: Multimodal Operations | | | | | | | | | | |
| DI Name: State Match for Amtrak Arrears Expansion | | DI# 1605014 | | HB Section: <u>4.515</u> | | | | | | |
| Budget Object Class/Job Class | Gov Rec GR DOLLARS | Gov Rec GR FTE | Gov Rec FED DOLLARS | Gov Rec FED FTE | Gov Rec OTHER DOLLARS | Gov Rec OTHER FTE | Gov Rec TOTAL DOLLARS | Gov Rec TOTAL FTE | Gov Rec One-Time DOLLARS | |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | |
| Program Distributions (800) | \$0 | | | | | | \$0 | | | |
| Total PSD | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 | |
| Grand Total | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | |
| | | | | | | | | | | |

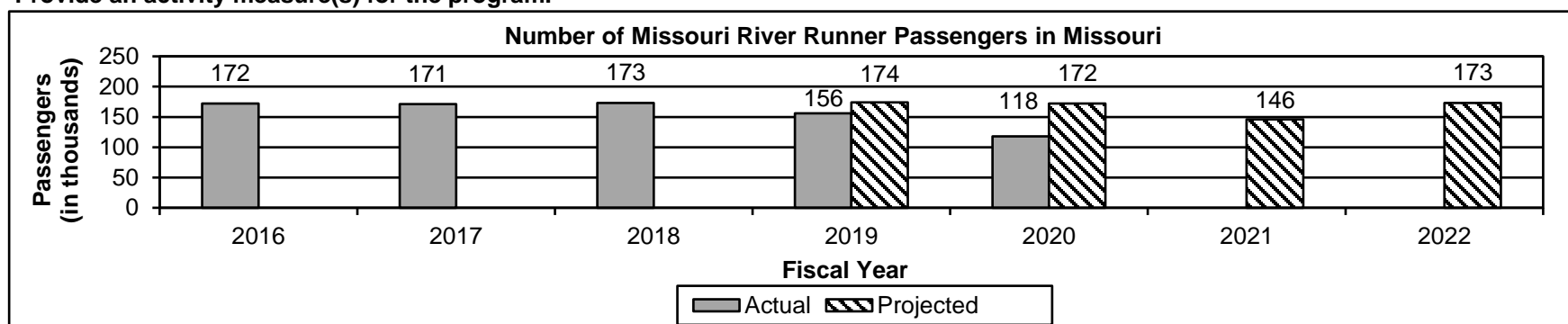
NEW DECISION ITEM
RANK: 10 OF 14

Department of Transportation
 Division: Multimodal Operations
 DI Name: State Match for Amtrak Arrears Expansion DI# 1605014

Budget Unit: Multimodal Operations
 HB Section: 4.515

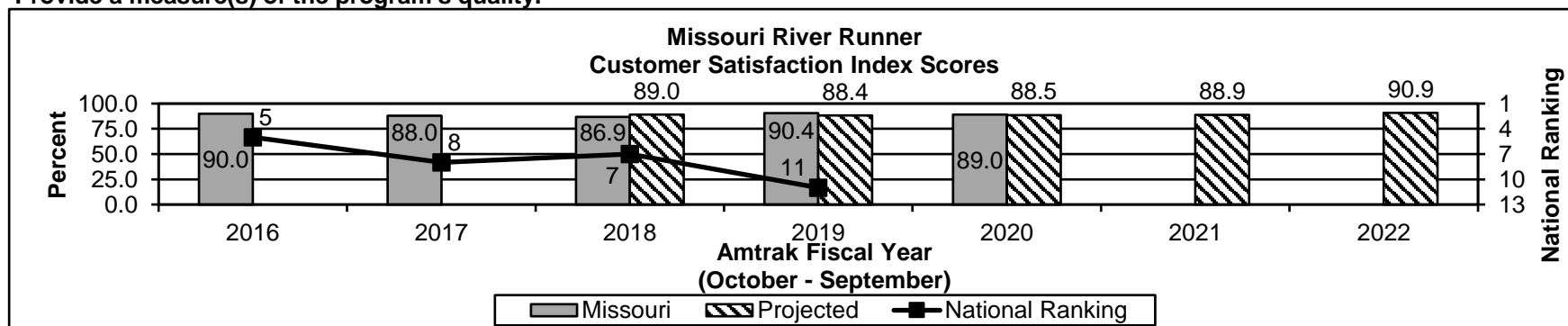
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



In 2019, Missouri River Runner ridership declined significantly due to flooding. In 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 and 2022 projections are based on ridership returning to 2018 ridership levels in 2022.

6b. Provide a measure(s) of the program's quality.



Annually, Amtrak ranks its 46 routes nationwide in customer satisfaction by criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The Missouri River Runner was ranked 11th best among nationwide routes in these categories in 2019. National ranking data is not available for 2020 because, Amtrak halted data collection due to the COVID-19 pandemic. The 2021 projection is the five year average of customer satisfaction with the Missouri River Runner. The 2022 projection was established by projecting a two percent improvement from the five year average of customer satisfaction with the Missouri River Runner.

NEW DECISION ITEM
RANK: 10 OF 14

| | |
|--|---|
| Department of Transportation | Budget Unit: Multimodal Operations |
| Division: Multimodal Operations | |
| DI Name: State Match for Amtrak Arrears Expansion DI# 1605014 | HB Section: 4.515 |

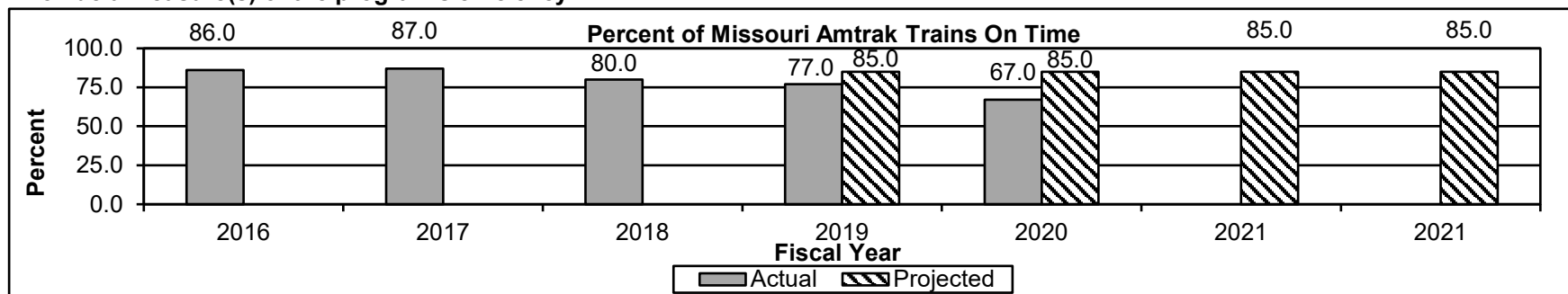
6c. Provide a measure(s) of the program's impact.

Missouri River Runner Per Rider Subsidy from State Support

| State Fiscal Year | Ridership | State Cost | Per Rider Cost | Amtrak Contract | Per Rider Cost if the Entire Contract Was Paid |
|-------------------|-----------|-------------|----------------|-----------------|--|
| 2016 | 172,032 | \$9,600,000 | \$56 | \$9,523,005 | \$55 |
| 2017 | 170,892 | \$9,100,000 | \$53 | \$10,618,315 | \$62 |
| 2018 | 172,555 | \$9,100,000 | \$53 | \$11,049,407 | \$64 |
| 2019 | 156,071 | \$9,100,000 | \$58 | \$11,250,000 | \$72 |
| 2019 Projected | 174,000 | \$9,100,000 | \$52 | \$11,000,000 | \$63 |
| 2020 | 117,739 | \$9,100,000 | \$77 | \$11,650,000 | \$99 |
| 2020 Projected | 172,000 | \$9,100,000 | \$53 | \$11,650,000 | \$68 |
| 2021 Projected | 146,000 | \$8,000,000 | \$55 | \$9,850,000 | \$67 |

The state subsidy would be larger if the full cost of the contract had been included. For example, in 2020, the Amtrak contract amount was \$11.7 million which would result in a \$99 per rider cost compared to the cost of \$77. In 2019, Amtrak ridership declined significantly due to flooding and in 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 projection is based on ridership returning to 2018 levels by 2022.

6d. Provide a measure(s) of the program's efficiency.



The 2021 and 2022 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2019 on-time performance declined due to flooding. The 2020 on-time performance was poor in the fall of 2019 with on-time performance returning to an acceptable rate in the Spring of 2020.

NEW DECISION ITEM

RANK: 10 OF 14

| | |
|---|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| DI Name: <u>State Match for Amtrak Arrears Expansion</u> DI# <u>1605014</u> | HB Section: <u>4.515</u> |

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Fulfill our contractual obligations to Amtrak in order to provide the passenger rail service to Missouri citizens.

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---------------------------------|------------|-------------|------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| STATE MATCH FOR AMTRAK | | | | | | | | |
| Amtrak Arrears - 1605014 | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 0 | 0.00 | 10,350,000 | 0.00 | 0 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 10,350,000 | 0.00 | 0 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$0 | 0.00 | \$10,350,000 | 0.00 | \$0 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$10,350,000 | 0.00 | | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | | 0.00 |

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|---|-----------------|----------------|-----------------|----------------|-----------------|-----------------|-----------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| AMTRAK ADVERTISING & STATION | | | | | | | | |
| CORE | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | |
| STATE TRANSPORTATION FUND | 24,214 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 |
| TOTAL - EE | 24,214 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 |
| TOTAL | 24,214 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 |
| GRAND TOTAL | \$24,214 | 0.00 | \$25,000 | 0.00 | \$25,000 | 0.00 | \$25,000 | 0.00 |

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CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Amtrak Advertising and Station Improvements | HB Section: | 4.520 |

1. CORE FINANCIAL SUMMARY

| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
|--|------------|------------|-----------------|-----------------|--|------------|------------|-----------------|-----------------|
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$25,000 | \$25,000 | EE | \$0 | \$0 | \$25,000 | \$25,000 |
| PSD | \$0 | \$0 | \$0 | \$0 | PSD | \$0 | \$0 | \$0 | \$0 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$25,000 | \$25,000 | Total | \$0 | \$0 | \$25,000 | \$25,000 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |
| Other Funds: State Transportation Fund (0675) | | | | | Other Funds: State Transportation Fund (0675) | | | | |

2. CORE DESCRIPTION

This program is used to provide a small reimbursement to cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

This program is used for all 13 passenger rail stations in Missouri. These stations are Arcadia, Kansas City, Independence, Lee's Summit, Warrensburg, Sedalia, La Plata, Jefferson City, Hermann, Washington, Poplar Bluff, Kirkwood and St. Louis. At the beginning of each fiscal year, MoDOT initially offers an equal amount of funding for each community to request for these repairs and improvements. MoDOT reviews the appropriation authority balance semi-annually. If certain communities only use a portion of available funding or did not request funding at all, then other communities may request additional funds. Communities must submit project proposals to MoDOT for review and approval. Once a project is approved, the requesting entity must submit invoices and paid receipts for reimbursement as work is completed.

CORE DECISION ITEM

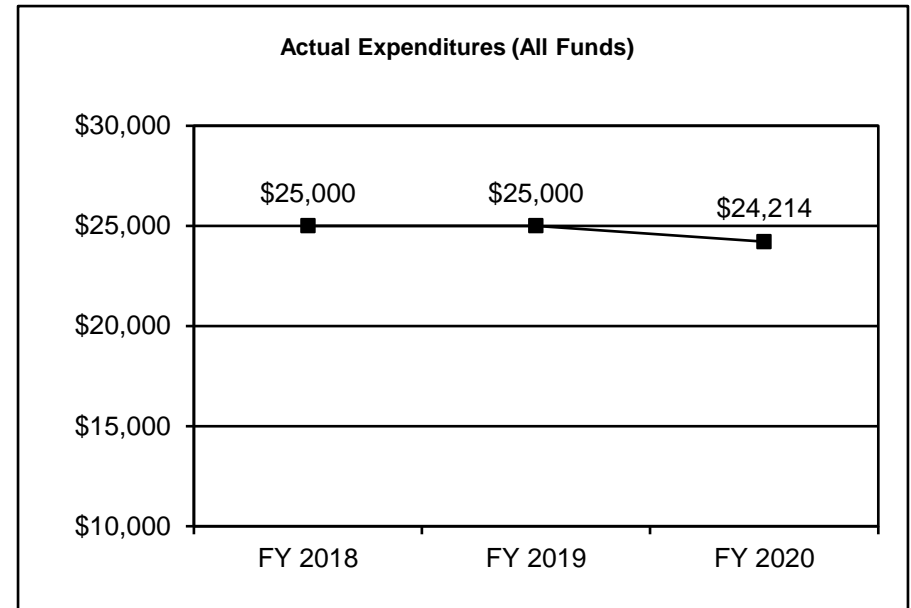
Department of Transportation
Division: Multimodal Operations
Core: Amtrak Advertising and Station Improvements

Budget Unit: Multimodal Operations

HB Section: 4.520

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$25,000 | \$25,000 | \$25,000 | N/A |
| Actual Expenditures (All Funds) | \$25,000 | \$25,000 | \$24,214 | N/A |
| Unexpended (All Funds) | \$0 | \$0 | \$786 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$0 | \$0 | \$786 | N/A |



*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

STATE
AMTRAK ADVERTISING & STATION

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|-----------------------------|-----------------|-------------|----------|----------|---------------|---------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | EE | 0.00 | 0 | 0 | 25,000 | 25,000 | |
| | Total | 0.00 | 0 | 0 | 25,000 | 25,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | EE | 0.00 | 0 | 0 | 25,000 | 25,000 | |
| | Total | 0.00 | 0 | 0 | 25,000 | 25,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | EE | 0.00 | 0 | 0 | 25,000 | 25,000 | |
| | Total | 0.00 | 0 | 0 | 25,000 | 25,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| AMTRAK ADVERTISING & STATION | | | | | | | | |
| CORE | | | | | | | | |
| SUPPLIES | 0 | 0.00 | 200 | 0.00 | 200 | 0.00 | 200 | 0.00 |
| PROPERTY & IMPROVEMENTS | 0 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 | 18,000 | 0.00 |
| MISCELLANEOUS EXPENSES | 24,214 | 0.00 | 6,800 | 0.00 | 6,800 | 0.00 | 6,800 | 0.00 |
| TOTAL - EE | 24,214 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 |
| GRAND TOTAL | \$24,214 | 0.00 | \$25,000 | 0.00 | \$25,000 | 0.00 | \$25,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$24,214 | 0.00 | \$25,000 | 0.00 | \$25,000 | 0.00 | \$25,000 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

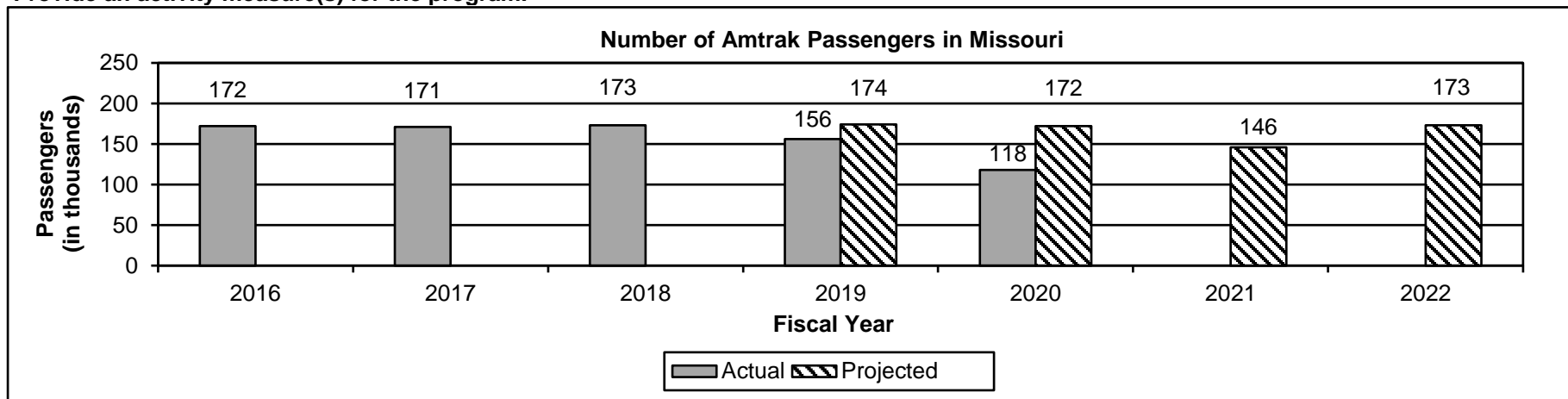
HB Section(s): 4.520Program Name: **Amtrak Advertising and Station Improvements**Program is found in the following core budget(s): **Passenger Rail Station Improvements****1a. What strategic priority does this program address?**

Safety - moving Missourians safely

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program was established to partially reimburse cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

2a. Provide an activity measure(s) for the program.

In 2019, Amtrak ridership declined significantly due to flooding. In 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 and 2022 projections are based on ridership returning to 2018 ridership levels in 2022.

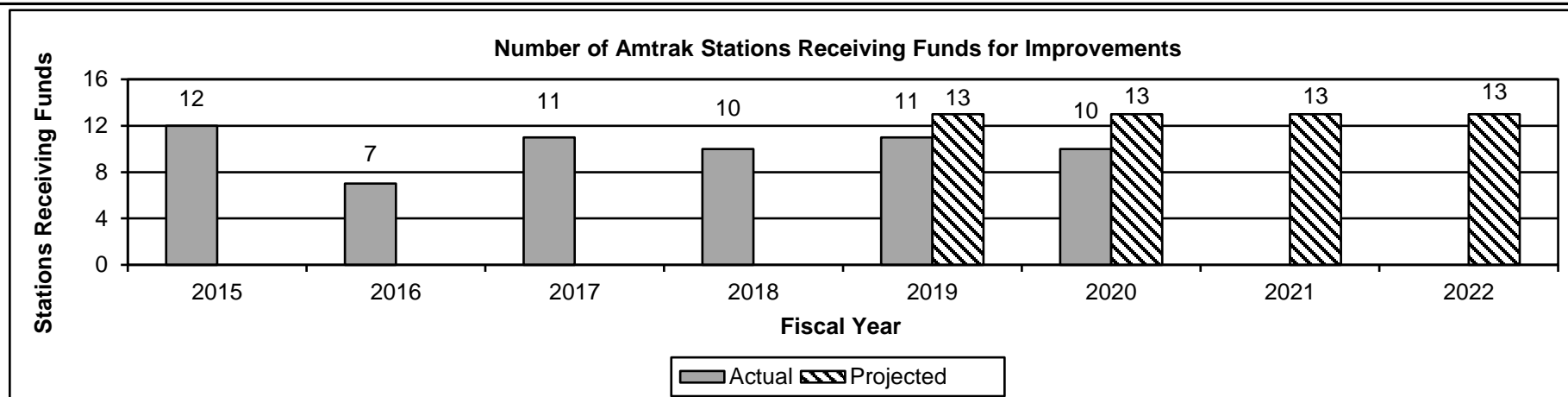
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.520

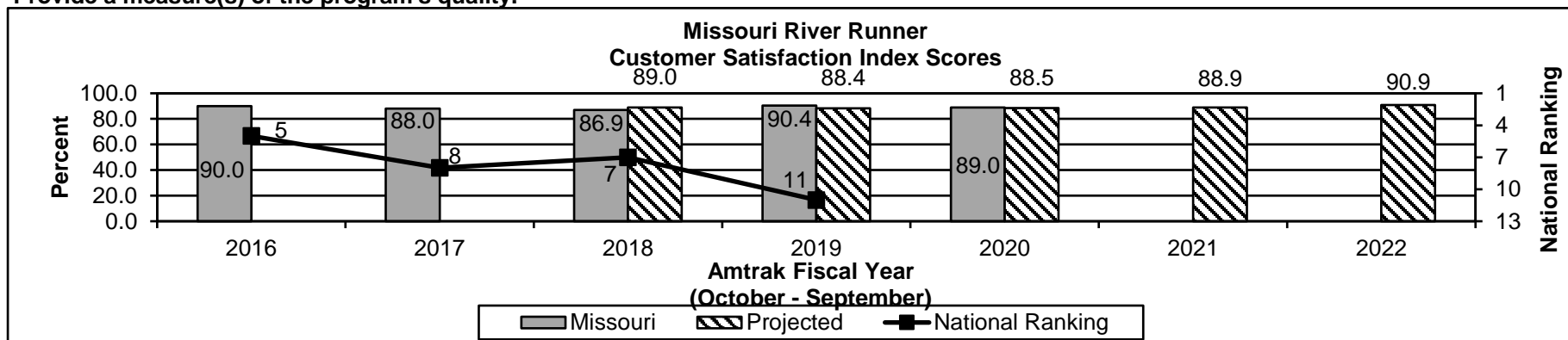
Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements



There are currently 13 Amtrak stations in Missouri. The projections for 2021 and 2022 are based off of all 13 stations receiving funds for improvements.

2b. Provide a measure(s) of the program's quality.



Annually, Amtrak ranks its 46 routes nationwide in customer satisfaction by criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The Missouri River Runner was ranked 11th best among nationwide routes in these categories in 2019. National ranking data is not available for 2020 because, Amtrak halted data collection due to the COVID-19 pandemic. The 2021 projection is the five year average of customer satisfaction with the Missouri River Runner. The 2022 projection was established by projecting a two percent improvement from the five year average of customer satisfaction with the Missouri River Runner.

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.520Program Name: Amtrak Advertising and Station ImprovementsProgram is found in the following core budget(s): Passenger Rail Station Improvements

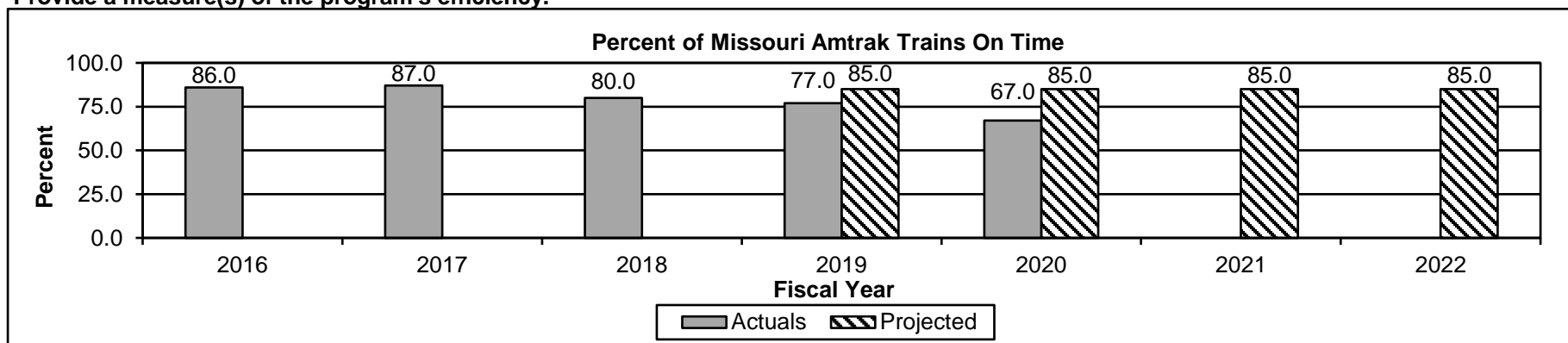
2c. Provide a measure(s) of the program's impact.

Amtrak Per Rider Subsidy from State Support

| State Fiscal Year | Ridership | State Cost | Per Rider Cost | Amtrak Contract | Per Rider Cost if the Entire Contract Was Paid |
|-------------------|-----------|-------------|----------------|-----------------|--|
| 2016 | 172,032 | \$9,600,000 | \$56 | \$9,523,005 | \$55 |
| 2017 | 170,892 | \$9,100,000 | \$53 | \$10,618,315 | \$62 |
| 2018 | 172,555 | \$9,100,000 | \$53 | \$11,049,407 | \$64 |
| 2019 | 156,071 | \$9,100,000 | \$58 | \$11,250,000 | \$72 |
| 2019 Projected | 174,000 | \$9,100,000 | \$52 | \$11,000,000 | \$63 |
| 2020 | 117,739 | \$9,100,000 | \$77 | \$11,650,000 | \$99 |
| 2020 Projected | 172,000 | \$9,100,000 | \$53 | \$11,650,000 | \$68 |
| 2021 Projected | 146,000 | \$8,000,000 | \$55 | \$9,850,000 | \$67 |

The state subsidy would be larger if the full cost of the contract had been included. For example, in 2020, the Amtrak contract amount was \$11.7 million which would result in a \$99 per rider cost compared to the cost of \$77. In 2019, Amtrak ridership declined significantly due to flooding and in 2020, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2021 projection is based on ridership returning to 2018 levels by 2022.

2d. Provide a measure(s) of the program's efficiency.



The 2021 and 2022 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2019 on-time performance declined due to flooding. The 2020 on-time performance was poor in the fall of 2019 with on-time performance returning to an acceptable rate in the Spring of 2020.

PROGRAM DESCRIPTION

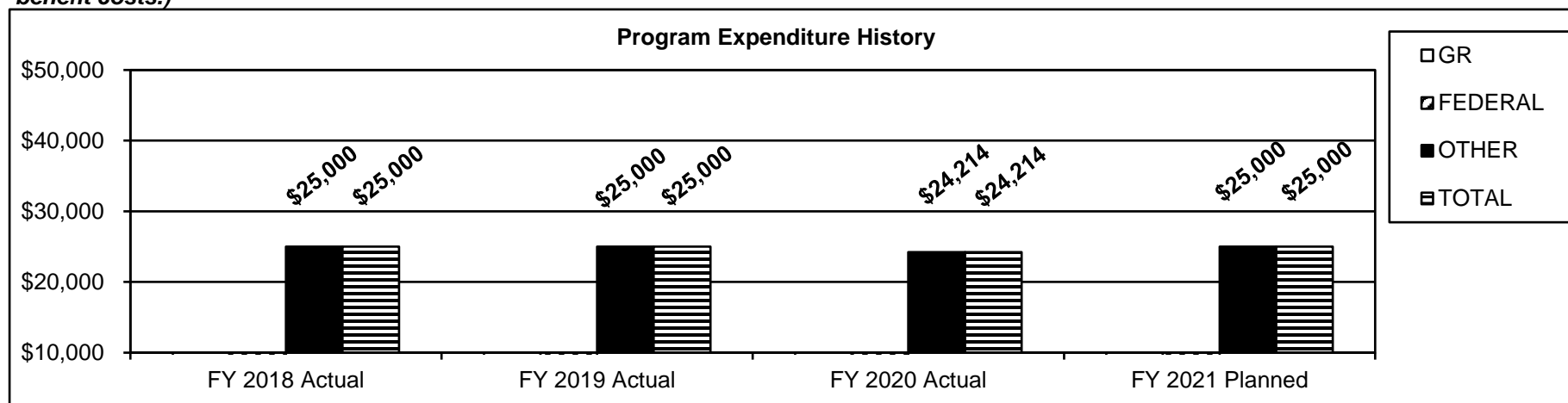
Department of Transportation

HB Section(s): 4.520

Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|----------------------------------|--------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| RR GRADE CROSSING HAZARDS | | | | | | | | |
| CORE | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | |
| GRADE CROSSING SAFETY ACCOUNT | 164 | 0.00 | 65,000 | 0.00 | 65,000 | 0.00 | 65,000 | 0.00 |
| TOTAL - EE | 164 | 0.00 | 65,000 | 0.00 | 65,000 | 0.00 | 65,000 | 0.00 |
| PROGRAM-SPECIFIC | | | | | | | | |
| GRADE CROSSING SAFETY ACCOUNT | 1,244,240 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 |
| TOTAL - PD | 1,244,240 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 |
| TOTAL | 1,244,404 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 | 3,000,000 | 0.00 |
| GRAND TOTAL | \$1,244,404 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 |

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CORE DECISION ITEM

| | | |
|--|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: RR Grade Crossing Hazards | HB Section: | 4.525 |

1. CORE FINANCIAL SUMMARY

| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
|--|------------|------------|--------------------|--------------------|--|------------|------------|--------------------|--------------------|
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$65,000 | \$65,000 | EE | \$0 | \$0 | \$65,000 | \$65,000 |
| PSD | \$0 | \$0 | \$2,935,000 | \$2,935,000 | PSD | \$0 | \$0 | \$2,935,000 | \$2,935,000 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$3,000,000 | \$3,000,000 | Total | \$0 | \$0 | \$3,000,000 | \$3,000,000 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |

Other Funds: Grade Crossing Safety Account (0290)

Other Funds: Grade Crossing Safety Account (0290)

2. CORE DESCRIPTION

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,200 public at grade highway/railroad crossings exist in the state, including 1,480 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$300,000. The revenue generated from this fund is approximately \$1.6 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.6 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Annual funding allows for approximately 25 projects to be completed.

CORE DECISION ITEM

Department of Transportation
Division: Multimodal Operations
Core: RR Grade Crossing Hazards

Budget Unit: Multimodal Operations

HB Section: 4.525

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$3,000,000 | \$3,000,000 | \$3,000,000 | N/A |
| Actual Expenditures (All Funds) | \$1,304,780 | \$864,524 | \$1,244,404 | N/A |
| Unexpended (All Funds) | \$1,695,220 | \$2,135,476 | \$1,755,596 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$1,695,220 | \$2,135,476 | \$1,755,596 | N/A |
| | (1), (2) | (1), (2) | (1), (2) | |

*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

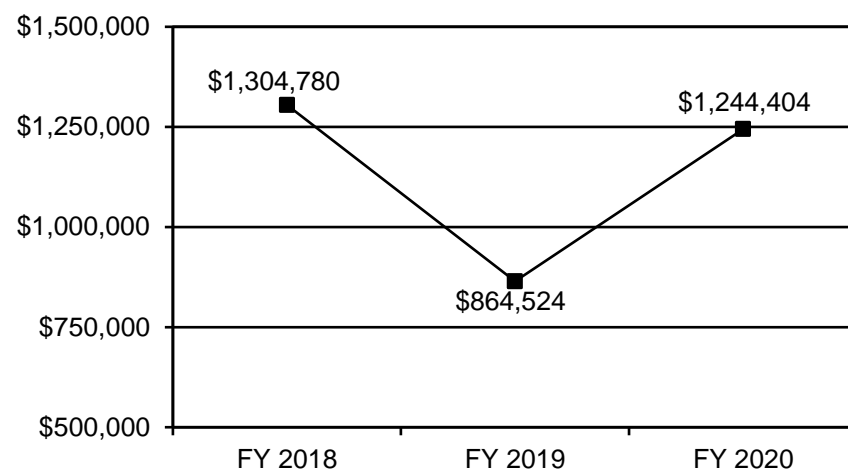
Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year projects may pay out in multiple fiscal years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but would not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|----------------|----------------|----------------|
| Purchase Orders | \$ 549,690 | \$1,242,854 | \$1,714,865 |

Actual Expenditures (All Funds)

CORE RECONCILIATION

STATE
RR GRADE CROSSING HAZARDS

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|------------------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | EE | 0.00 | 0 | 0 | 65,000 | 65,000 | |
| | PD | 0.00 | 0 | 0 | 2,935,000 | 2,935,000 | |
| | Total | 0.00 | 0 | 0 | 3,000,000 | 3,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | EE | 0.00 | 0 | 0 | 65,000 | 65,000 | |
| | PD | 0.00 | 0 | 0 | 2,935,000 | 2,935,000 | |
| | Total | 0.00 | 0 | 0 | 3,000,000 | 3,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | EE | 0.00 | 0 | 0 | 65,000 | 65,000 | |
| | PD | 0.00 | 0 | 0 | 2,935,000 | 2,935,000 | |
| | Total | 0.00 | 0 | 0 | 3,000,000 | 3,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|----------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| RR GRADE CROSSING HAZARDS | | | | | | | | |
| CORE | | | | | | | | |
| PROFESSIONAL SERVICES | 0 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 | 25,000 | 0.00 |
| PROPERTY & IMPROVEMENTS | 164 | 0.00 | 40,000 | 0.00 | 40,000 | 0.00 | 40,000 | 0.00 |
| TOTAL - EE | 164 | 0.00 | 65,000 | 0.00 | 65,000 | 0.00 | 65,000 | 0.00 |
| PROGRAM DISTRIBUTIONS | 1,244,240 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 |
| TOTAL - PD | 1,244,240 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 | 2,935,000 | 0.00 |
| GRAND TOTAL | \$1,244,404 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$1,244,404 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 | \$3,000,000 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.525

Program Name: RR Grade Crossing Hazards

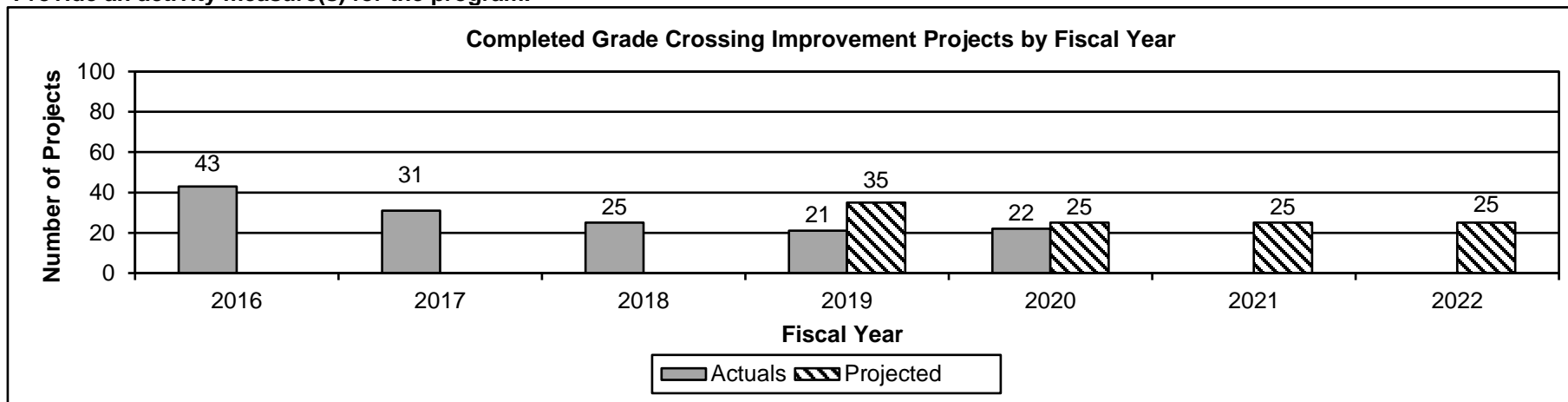
Program is found in the following core budget(s): RR Grade Crossing Hazards

1a. What strategic priority does this program address?

Safety - moving Missourians safely

1b. What does this program do?

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,200 public at grade highway/railroad crossings exist in the state, including 1,480 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$300,000. The revenue generated from this fund is approximately \$1.6 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.6 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens.

2a. Provide an activity measure(s) for the program.

Annual funding allows for approximately 25 projects to be completed.

PROGRAM DESCRIPTION

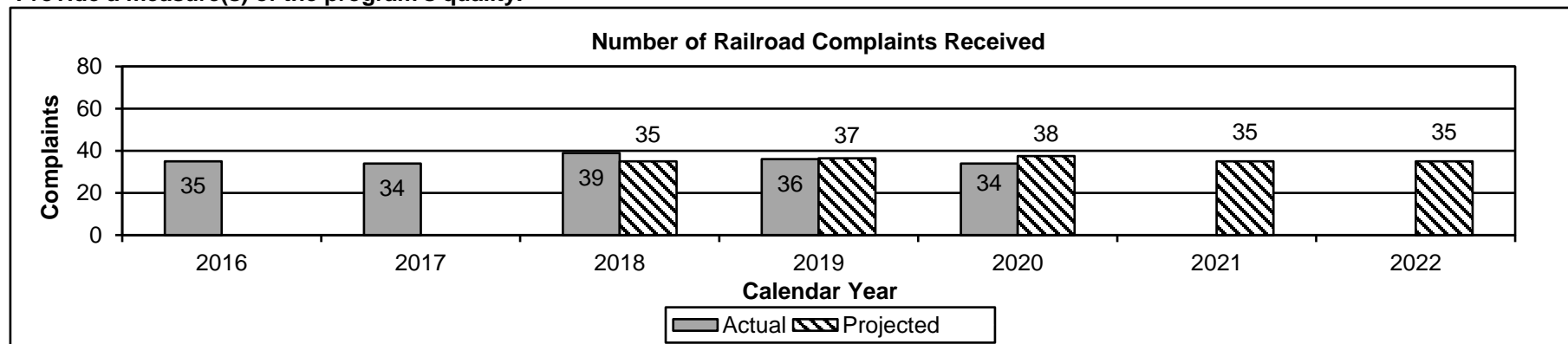
Department of Transportation

HB Section(s): 4.525

Program Name: RR Grade Crossing Hazards

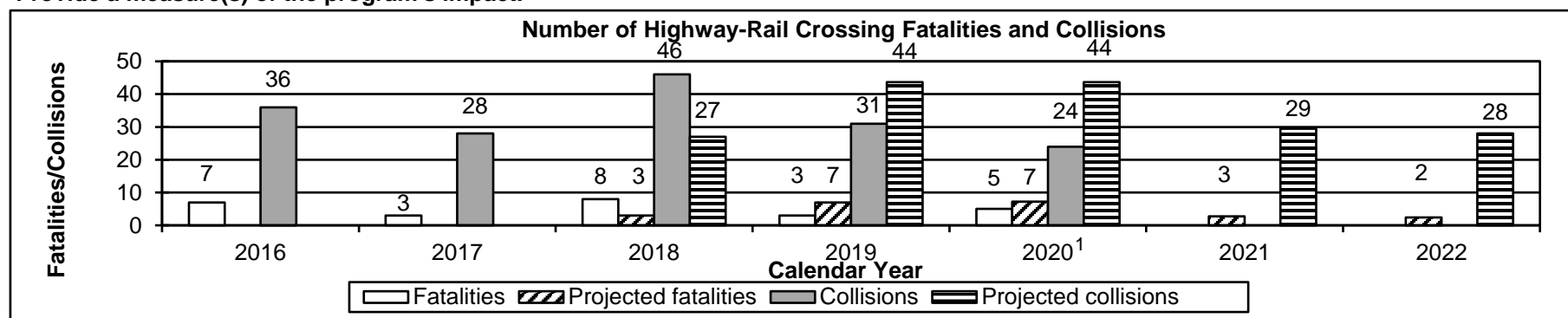
Program is found in the following core budget(s): RR Grade Crossing Hazards

2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The most common are rough crossings, sight obstructions, signal failure and walkway issues. The 2021 and 2022 projections are based on the average of the past two years of data.

2c. Provide a measure(s) of the program's impact.



¹Data is preliminary and is subject to change.

The 2021 projections for collision are set based on a five percent reduction from calendar year 2019. The 2021 projections for collisions are set based on a five percent reduction from the 2021 projections. The 2021 projections for fatalities are set based on a ten percent reduction from calendar year 2018. The 2021 projections for fatalities are set based on a ten percent reduction from the 2020 projections.

PROGRAM DESCRIPTION

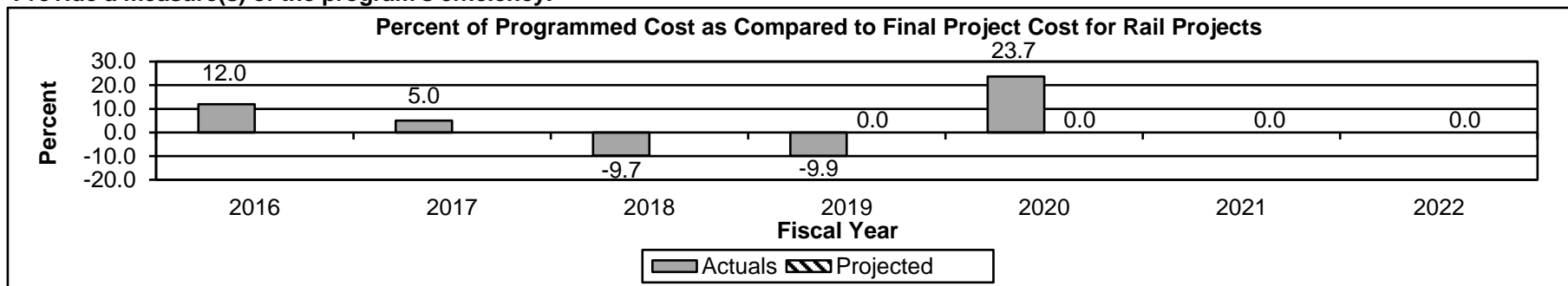
Department of Transportation

HB Section(s): 4.525

Program Name: RR Grade Crossing Hazards

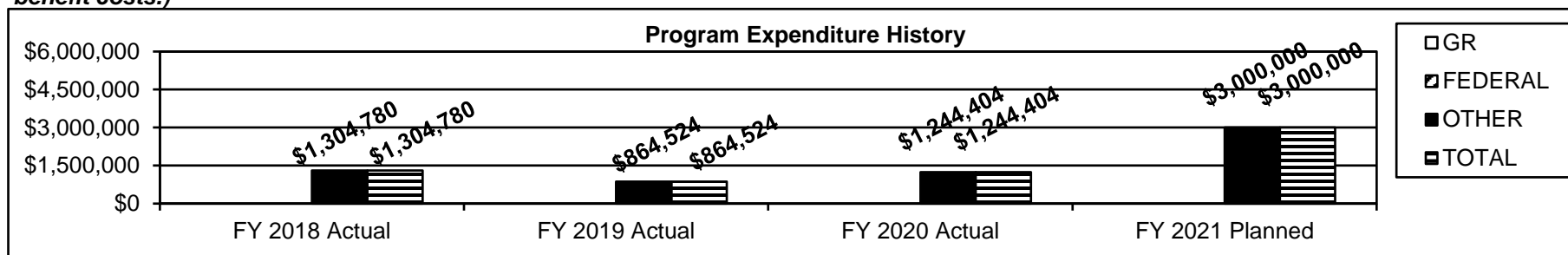
Program is found in the following core budget(s): RR Grade Crossing Hazards

2d. Provide a measure(s) of the program's efficiency.



Rail projects are programmed, or budgeted, in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

Grade Crossing Safety Account (0290)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, Section 130 funds administered by the Federal Highway Administration require a minimum 10 percent non-federal match.

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|---|--------------------|----------------|---------------------|----------------|---------------------|-----------------|---------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| AIRPORT CAPITAL IMPR & MAINT | | | | | | | | |
| CORE | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | |
| AVIATION TRUST FUND | 96,828 | 0.00 | 276,000 | 0.00 | 276,000 | 0.00 | 276,000 | 0.00 |
| TOTAL - EE | 96,828 | 0.00 | 276,000 | 0.00 | 276,000 | 0.00 | 276,000 | 0.00 |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 639,996 | 0.00 | 1,240,250 | 0.00 | 1,240,250 | 0.00 | 1,240,250 | 0.00 |
| AVIATION TRUST FUND | 4,188,740 | 0.00 | 9,724,000 | 0.00 | 9,724,000 | 0.00 | 9,724,000 | 0.00 |
| TOTAL - PD | 4,828,736 | 0.00 | 10,964,250 | 0.00 | 10,964,250 | 0.00 | 10,964,250 | 0.00 |
| TOTAL | 4,925,564 | 0.00 | 11,240,250 | 0.00 | 11,240,250 | 0.00 | 11,240,250 | 0.00 |
| GRAND TOTAL | \$4,925,564 | 0.00 | \$11,240,250 | 0.00 | \$11,240,250 | 0.00 | \$11,240,250 | 0.00 |

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CORE DECISION ITEM

| Department of Transportation Division: Multimodal Operations Core: Airport CI & Maintenance | Budget Unit: <u>Multimodal Operations</u> HB Section: <u>4.530</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|------------------------|---------------------|---------------------|--|--|----|---------|-------|-------|-----------|-----|-----|-----|-----|-----------|-----|-----|-----------|-----------|------------|-------------|-----|-------------|--------------|------------|-----|-----|-----|-----|--------------|--------------------|------------|---------------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|--|--|-----------------------------------|--|--|--|--|----|---------|-------|-------|-----------|-----|-----|-----|-----|-----------|-----|-----|-----------|-----------|------------|-------------|-----|-------------|--------------|------------|-----|-----|-----|-----|--------------|--------------------|------------|---------------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2022 Budget Request</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$276,000</td> <td style="text-align: right;">\$276,000</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$1,240,250</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$9,724,000</td> <td style="text-align: right;">\$10,964,250</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$1,240,250</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,000,000</td> <td style="text-align: right;">\$11,240,250</td> </tr> <tr> <td>FTE</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>HB 4</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds: Aviation Trust Fund (0952)</p> <p>Notes:</p> | | FY 2022 Budget Request | | | | | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$276,000 | \$276,000 | PSD | \$1,240,250 | \$0 | \$9,724,000 | \$10,964,250 | TRF | \$0 | \$0 | \$0 | \$0 | Total | \$1,240,250 | \$0 | \$10,000,000 | \$11,240,250 | FTE | 0.00 | 0.00 | 0.00 | 0.00 | HB 4 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2022 Governor's Recommendation</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$276,000</td> <td style="text-align: right;">\$276,000</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$1,240,250</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$9,724,000</td> <td style="text-align: right;">\$10,964,250</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$1,240,250</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$10,000,000</td> <td style="text-align: right;">\$11,240,250</td> </tr> <tr> <td>FTE</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>HB 4</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds: Aviation Trust Fund (0952)</p> <p>Notes:</p> | | FY 2022 Governor's Recommendation | | | | | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$276,000 | \$276,000 | PSD | \$1,240,250 | \$0 | \$9,724,000 | \$10,964,250 | TRF | \$0 | \$0 | \$0 | \$0 | Total | \$1,240,250 | \$0 | \$10,000,000 | \$11,240,250 | FTE | 0.00 | 0.00 | 0.00 | 0.00 | HB 4 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| | FY 2022 Budget Request | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GR | Federal | Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | \$0 | \$0 | \$276,000 | \$276,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PSD | \$1,240,250 | \$0 | \$9,724,000 | \$10,964,250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRF | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$1,240,250 | \$0 | \$10,000,000 | \$11,240,250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 4 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 5 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FY 2022 Governor's Recommendation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GR | Federal | Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | \$0 | \$0 | \$276,000 | \$276,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PSD | \$1,240,250 | \$0 | \$9,724,000 | \$10,964,250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRF | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$1,240,250 | \$0 | \$10,000,000 | \$11,240,250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 4 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 5 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>This program is to ensure that Missouri's airports meet acceptable safety and performance standards through adequate capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a 9 cent per gallon tax on aviation gasoline and 3 percent of the 4.225 percent state sales tax collected on jet fuel. The ATF is used for planning, environmental, land acquisition, design and, ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements, as well as air traffic control tower operating expenses and air service promotion and marketing. MoDOT uses Federal Aviation Administration Order 5090.5 to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport.</p> <p>The Governor's Recommendation is the same as the department's request.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Missouri has 121 public use airports, 107 of which are eligible for ATF assistance. Any publicly owned, public use airport would be eligible. Providing safe airports to the flying public in our communities is essential. Many of the existing runways, taxiways and aircraft parking aprons were designed and constructed 30 to 40 years ago. These runways, taxiways and parking aprons are now deteriorating and are inadequate by today's standards. General Revenue is used to fund projects that are not eligible for funding through the Aviation Trust Fund such as terminals, hangars and fuel facilities.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CORE DECISION ITEM

| | | |
|---|---------------------|------------------------------|
| Department of Transportation | Budget Unit: | Multimodal Operations |
| Division: Multimodal Operations | | |
| Core: Airport CI & Maintenance | HB Section: | 4.530 |

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$11,260,000 | \$13,000,000 | \$11,750,000 | \$11,240,250 |
| Less Reverted (All Funds) | \$0 | (\$60,000) | (\$52,500) | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$11,260,000 | \$12,940,000 | \$11,697,500 | N/A |
| Actual Expenditures (All Funds) | \$7,981,893 | \$3,483,577 | \$4,925,564 | N/A |
| Unexpended (All Funds) | \$3,278,107 | \$9,456,423 | \$6,771,936 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$1,683,885 | \$1,057,504 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$3,278,107 | \$7,772,538 | \$5,714,432 | N/A |
| | (1), (2) | (1) | (1) | |

*Restricted amount is as of 7/1/20

Reverted includes the statutory three-percent reserve amount (when applicable).

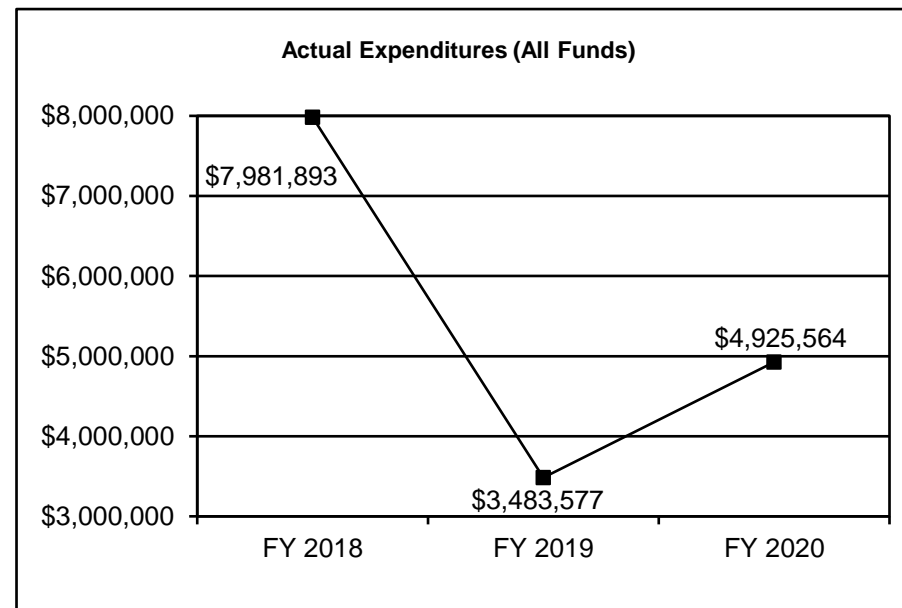
Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year projects may pay out in multiple fiscal years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|----------------|----------------|----------------|
| Purchase Orders | \$ 1,275,998 | \$ 1,463,246 | \$2,551,446 |



CORE RECONCILIATION

STATE
AIRPORT CAPITAL IMPR & MAINT

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|------------------|----------|-------------------|-------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | EE | 0.00 | 0 | 0 | 276,000 | 276,000 | |
| | PD | 0.00 | 1,240,250 | 0 | 9,724,000 | 10,964,250 | |
| | Total | 0.00 | 1,240,250 | 0 | 10,000,000 | 11,240,250 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | EE | 0.00 | 0 | 0 | 276,000 | 276,000 | |
| | PD | 0.00 | 1,240,250 | 0 | 9,724,000 | 10,964,250 | |
| | Total | 0.00 | 1,240,250 | 0 | 10,000,000 | 11,240,250 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | EE | 0.00 | 0 | 0 | 276,000 | 276,000 | |
| | PD | 0.00 | 1,240,250 | 0 | 9,724,000 | 10,964,250 | |
| | Total | 0.00 | 1,240,250 | 0 | 10,000,000 | 11,240,250 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---|--------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| AIRPORT CAPITAL IMPR & MAINT | | | | | | | | |
| CORE | | | | | | | | |
| SUPPLIES | 255 | 0.00 | 85,000 | 0.00 | 85,000 | 0.00 | 85,000 | 0.00 |
| PROFESSIONAL DEVELOPMENT | 11,790 | 0.00 | 23,000 | 0.00 | 23,000 | 0.00 | 23,000 | 0.00 |
| PROFESSIONAL SERVICES | 5,275 | 0.00 | 33,000 | 0.00 | 33,000 | 0.00 | 33,000 | 0.00 |
| M&R SERVICES | 79,508 | 0.00 | 56,000 | 0.00 | 56,000 | 0.00 | 56,000 | 0.00 |
| OTHER EQUIPMENT | 0 | 0.00 | 79,000 | 0.00 | 79,000 | 0.00 | 79,000 | 0.00 |
| TOTAL - EE | 96,828 | 0.00 | 276,000 | 0.00 | 276,000 | 0.00 | 276,000 | 0.00 |
| PROGRAM DISTRIBUTIONS | 4,828,736 | 0.00 | 10,964,250 | 0.00 | 10,964,250 | 0.00 | 10,964,250 | 0.00 |
| TOTAL - PD | 4,828,736 | 0.00 | 10,964,250 | 0.00 | 10,964,250 | 0.00 | 10,964,250 | 0.00 |
| GRAND TOTAL | \$4,925,564 | 0.00 | \$11,240,250 | 0.00 | \$11,240,250 | 0.00 | \$11,240,250 | 0.00 |
| GENERAL REVENUE | \$639,996 | 0.00 | \$1,240,250 | 0.00 | \$1,240,250 | 0.00 | \$1,240,250 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$4,285,568 | 0.00 | \$10,000,000 | 0.00 | \$10,000,000 | 0.00 | \$10,000,000 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.530

Program Name: Airport CI & Maintenance

Program is found in the following core budget(s): Airport CI & Maintenance

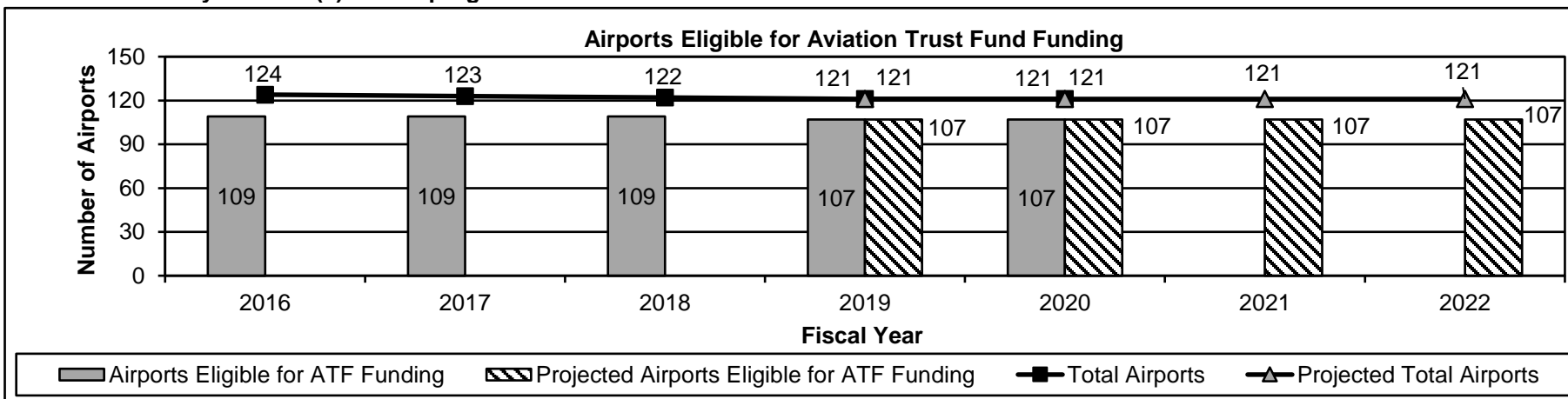
1a. What strategic priority does this program address?

Safety - moving Missourians safely

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program is to ensure that Missouri's airports meet acceptable safety and performance standards through adequate capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a 9 cent per gallon tax on aviation gasoline and 3 percent of the 4.225 percent state sales tax collected on jet fuel. The ATF is used for planning, environmental, land acquisition, design, and ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements, as well as air traffic control operating costs and air service promotion and marketing. MoDOT uses Federal Aviation Administration Order 5090.5 to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport. The ATF grants require a 10 percent local match for most projects; however, projects including aviation safety workshops, promotion of aerospace education, air markers and windsocks and emergency projects designated by the Missouri Highways and Transportation Commission can be funded entirely with state funds.

2a. Provide an activity measure(s) for the program.

The 2021 and 2022 projections are based on the number of airports currently open in 2020. Missouri has 121 public use airports. In order to be eligible for ATF assistance, a public use airport must also be publicly owned. Missouri currently has 107 publicly owned public use airports that are eligible for ATF assistance. The remaining 14 public use airports are privately owned.

PROGRAM DESCRIPTION

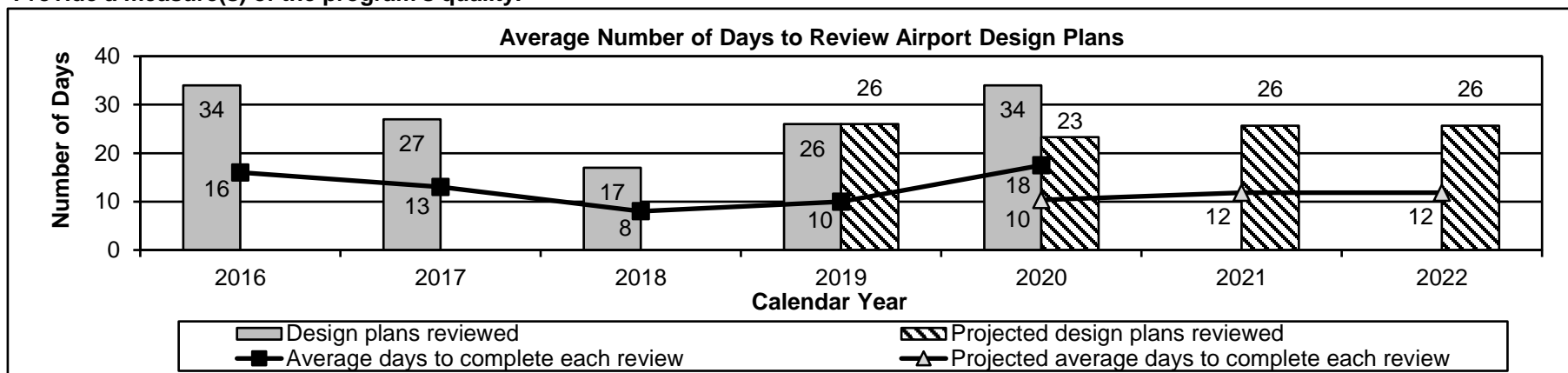
Department of Transportation

HB Section(s): 4.530

Program Name: Airport CI & Maintenance

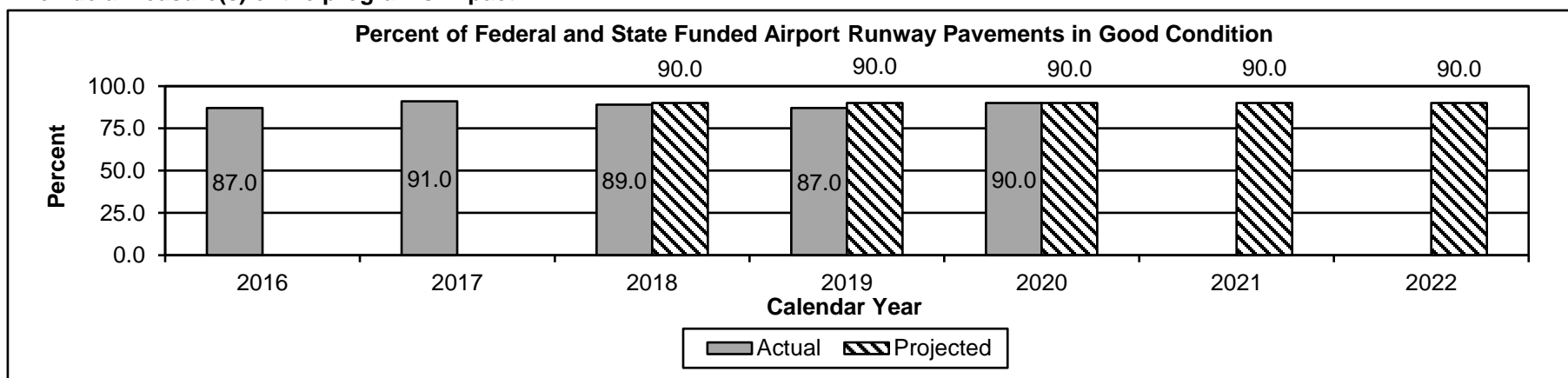
Program is found in the following core budget(s): Airport CI & Maintenance

2b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2021 and 2022 projections are based on the average of actuals for the last three years.

2c. Provide a measure(s) of the program's impact.



This includes all public airport runways that are eligible to receive federal or state aviation funds. The 2021 and 2022 projections are considered the ideal percent of pavement in good condition.

PROGRAM DESCRIPTION

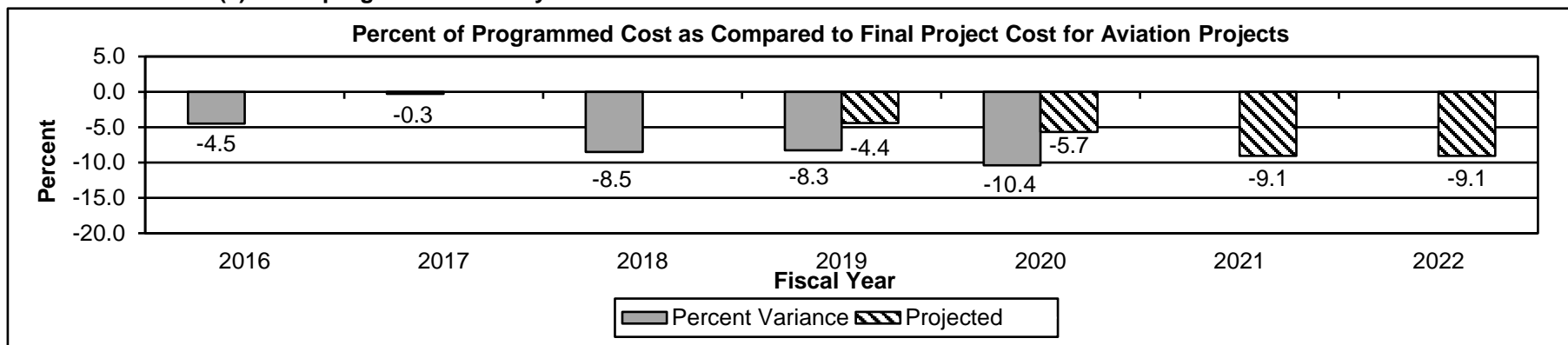
Department of Transportation

HB Section(s): 4.530

Program Name: Airport CI & Maintenance

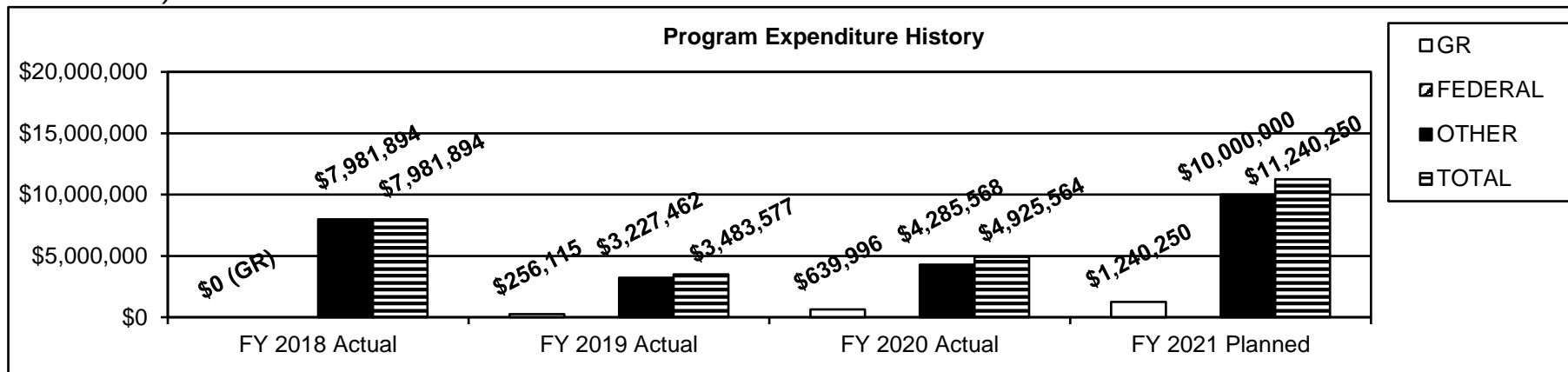
Program is found in the following core budget(s): Airport CI & Maintenance

2d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed, or budgeted, in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2021 and 2022 projections are based on the average of actuals for the last three years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.530

Program Name: Airport CI & Maintenance

Program is found in the following core budget(s): Airport CI & Maintenance

4. What are the sources of the "Other " funds?

Aviation Trust Fund (0952)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and 305.230, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | | |
|--|---------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|--|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 | |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC | |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | |
| FEDERAL AVIATION ASSISTANCE | | | | | | | | | |
| CORE | | | | | | | | | |
| EXPENSE & EQUIPMENT | | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | |
| TOTAL - EE | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | |
| PROGRAM-SPECIFIC | | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 23,936,408 | 0.00 | 34,000,000 | 0.00 | 34,000,000 | 0.00 | 34,000,000 | 0.00 | |
| MODOT FEDERAL STIMULUS | 0 | 0.00 | 19,870,044 | 0.00 | 19,870,044 | 0.00 | 19,870,044 | 0.00 | |
| TOTAL - PD | 23,936,408 | 0.00 | 53,870,044 | 0.00 | 53,870,044 | 0.00 | 53,870,044 | 0.00 | |
| TOTAL | 23,936,408 | 0.00 | 54,870,044 | 0.00 | 54,870,044 | 0.00 | 54,870,044 | 0.00 | |
| Federal Aviation Assistance - 1605015 | | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 0 | 0.00 | 10,003,657 | 0.00 | 10,003,657 | 0.00 | |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 10,003,657 | 0.00 | 10,003,657 | 0.00 | |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 10,003,657 | 0.00 | 10,003,657 | 0.00 | |
| GRAND TOTAL | \$23,936,408 | 0.00 | \$54,870,044 | 0.00 | \$64,873,701 | 0.00 | \$64,873,701 | 0.00 | |

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CORE DECISION ITEM

Department of Transportation
Division: Multimodal Operations
Core: Federal Aviation Assistance

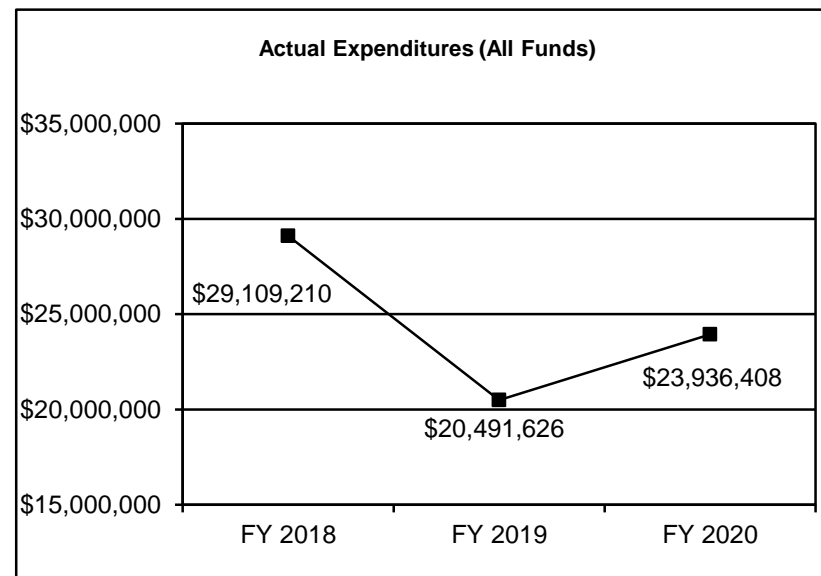
Budget Unit: Multimodal Operations

HB Section: 4.535

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$35,000,000 | \$35,000,000 | \$36,000,000 | \$54,870,044 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$35,000,000 | \$35,000,000 | \$36,000,000 | N/A |
| Actual Expenditures (All Funds) | \$29,109,210 | \$20,491,626 | \$23,936,408 | N/A |
| Unexpended (All Funds) | \$5,890,790 | \$14,508,374 | \$12,063,592 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$5,890,790 | \$14,508,374 | \$12,063,592 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |
| | (1), (2) | (1), (2) | (1), (2) | |

*Restricted amount is N/A



Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year grants carry forward to future years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

| | FY 2018 | FY 2019 | FY 2020 |
|-----------------|--------------|---------------|---------------|
| Purchase Orders | \$ 5,303,893 | \$ 13,879,661 | \$ 11,045,555 |

CORE RECONCILIATION

STATE
FEDERAL AVIATION ASSISTANCE

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|-------------------|----------|-------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | EE | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | PD | 0.00 | 0 | 53,870,044 | 0 | 53,870,044 | |
| | Total | 0.00 | 0 | 54,870,044 | 0 | 54,870,044 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | EE | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | PD | 0.00 | 0 | 53,870,044 | 0 | 53,870,044 | |
| | Total | 0.00 | 0 | 54,870,044 | 0 | 54,870,044 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | EE | 0.00 | 0 | 1,000,000 | 0 | 1,000,000 | |
| | PD | 0.00 | 0 | 53,870,044 | 0 | 53,870,044 | |
| | Total | 0.00 | 0 | 54,870,044 | 0 | 54,870,044 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| FEDERAL AVIATION ASSISTANCE | | | | | | | | |
| CORE | | | | | | | | |
| OTHER EQUIPMENT | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - EE | 0 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| PROGRAM DISTRIBUTIONS | 23,936,408 | 0.00 | 53,870,044 | 0.00 | 53,870,044 | 0.00 | 53,870,044 | 0.00 |
| TOTAL - PD | 23,936,408 | 0.00 | 53,870,044 | 0.00 | 53,870,044 | 0.00 | 53,870,044 | 0.00 |
| GRAND TOTAL | \$23,936,408 | 0.00 | \$54,870,044 | 0.00 | \$54,870,044 | 0.00 | \$54,870,044 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$23,936,408 | 0.00 | \$54,870,044 | 0.00 | \$54,870,044 | 0.00 | \$54,870,044 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.535

Program Name: Federal Aviation Assistance

Program is found in the following core budget(s): Federal Aviation Assistance

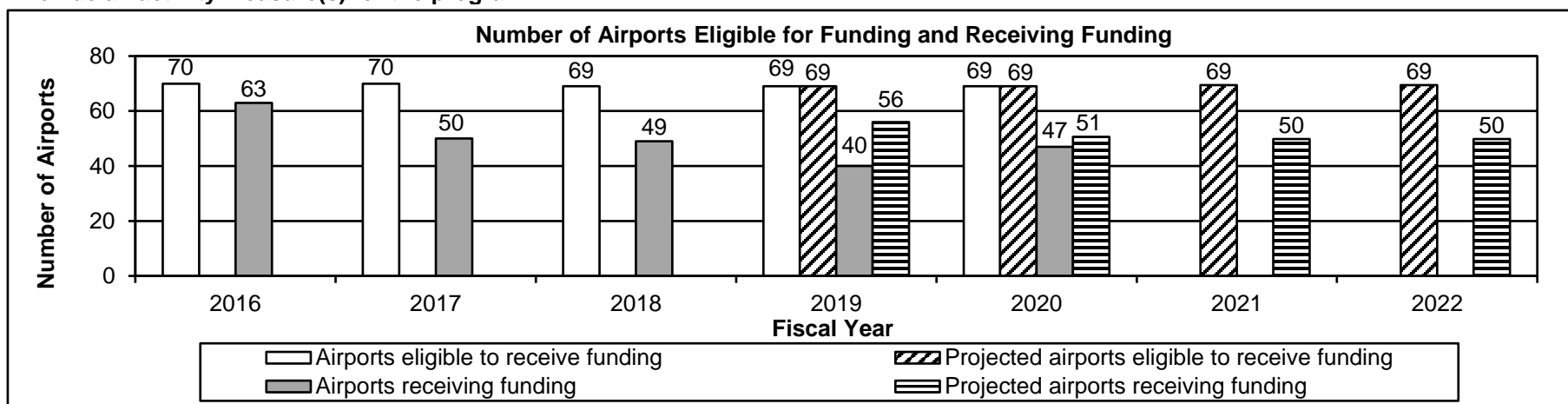
1a. What strategic priority does this program address?

Safety - moving Missourians safely

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP). Missouri is one of 10 states selected by the FAA to administer AIP funds to general aviation, reliever, and small commercial service airports. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. This program allows for state prioritization of aviation projects within federal guidelines. The AIP funds are utilized for planning, environmental, land acquisition, design, and ultimately, project construction. For an airport to be eligible to receive AIP funds, it must be part of the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and other safety improvements. The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5090.5 to program state apportionment and discretionary funds. The project prioritization formula considers items such as the number of based aircraft, activity levels, and the type of project requested. MoDOT serves as a pass-through agency for the non-primary entitlement program for eligible projects that meet all federal requirements.

2a. Provide an activity measure(s) for the program.

The 2021 and 2022 projections for airports eligible to receive funding are based on all 69 airports that receive federal AIP funding through the State Block Grant Program qualifying for funding. The 2021 and 2022 projections for airports receiving funding were calculated by averaging the last five years of airports receiving funding.

PROGRAM DESCRIPTION

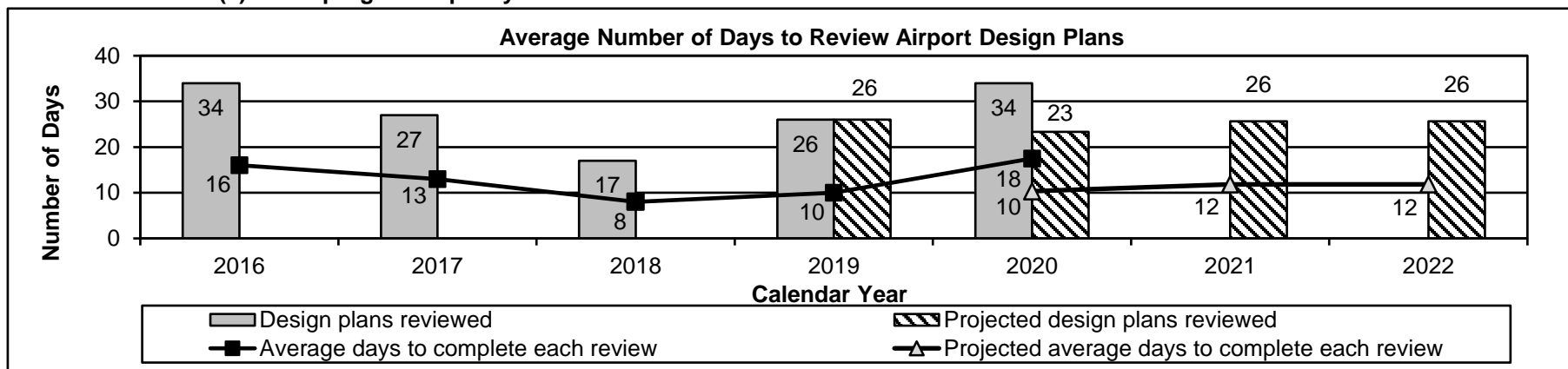
Department of Transportation

HB Section(s): 4.535

Program Name: Federal Aviation Assistance

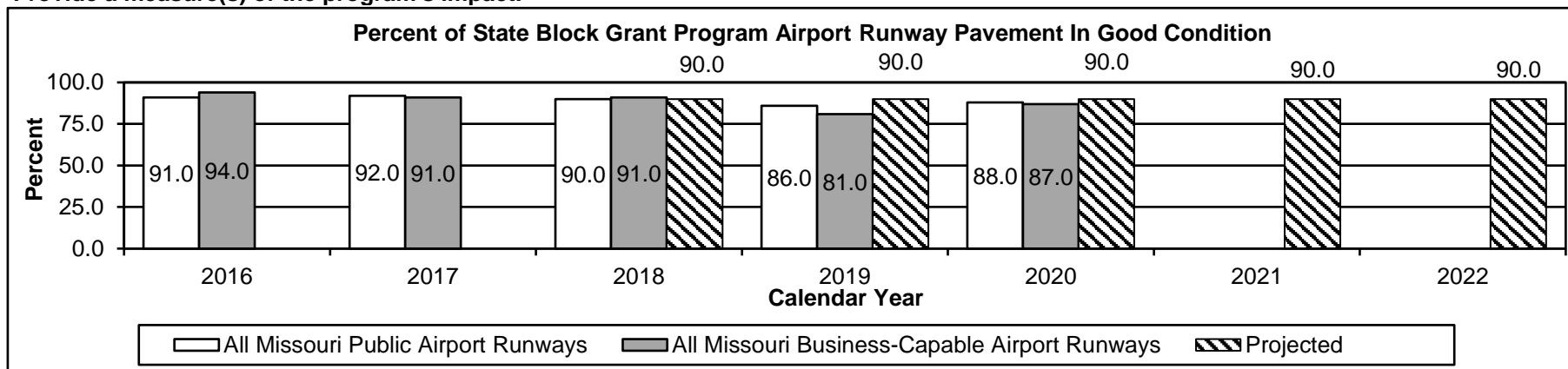
Program is found in the following core budget(s): Federal Aviation Assistance

2b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2021 and 2022 projections are based on the average of actuals for the last three years.

2c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The projection for 2021 and 2022 was set by the department and is considered the ideal percent of pavement in good condition.

PROGRAM DESCRIPTION

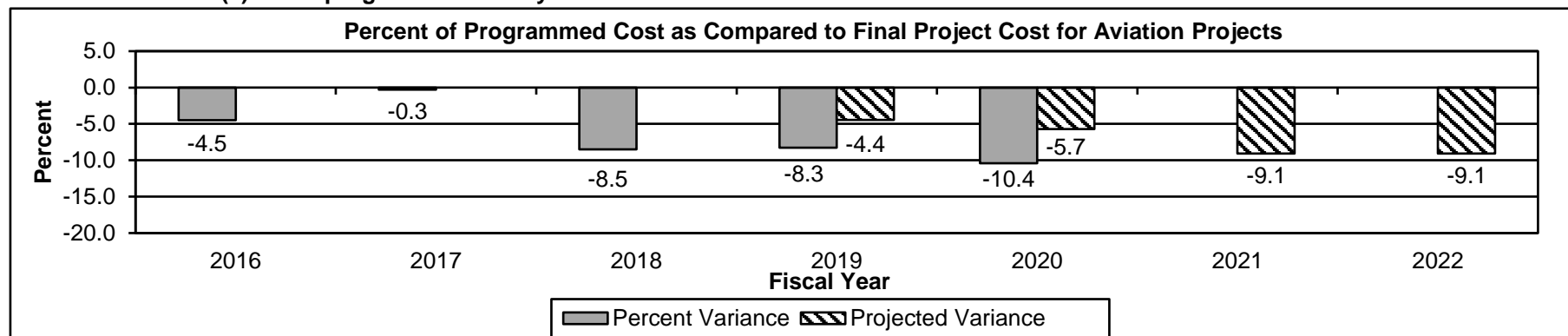
Department of Transportation

HB Section(s): 4.535

Program Name: Federal Aviation Assistance

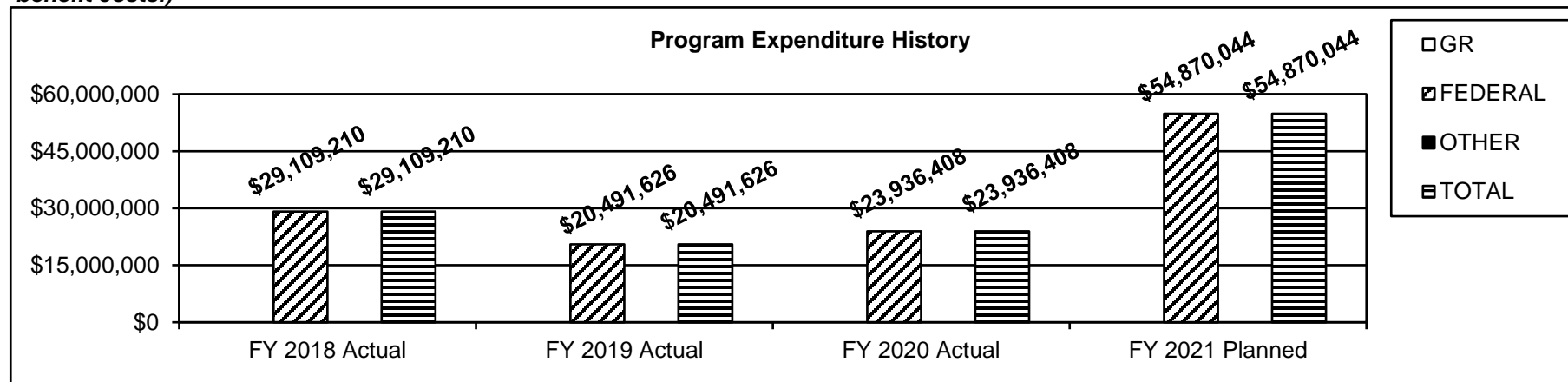
Program is found in the following core budget(s): Federal Aviation Assistance

2d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed, or budgeted, in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2021 and 2022 projections are based on the average of actuals for the last three years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.535

Program Name: Federal Aviation Assistance

Program is found in the following core budget(s): Federal Aviation Assistance

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title XII of Division B of the CARES Act, Title 49 USC, 33.546 and 305.237, RSMo. and title 49 USC, 33.546 and 305.237, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes. Federal funding provides up to 90 percent of eligible project costs with the local sponsor providing at least a 10 percent match; although, for federal AIP grants issued in Federal Fiscal Year 2020 only, the FAA provided 100 percent of eligible project costs. The state can also provide up to 50 percent of the local share on federally funded projects. The CARES Act funding does not require matching funds.

7. Is this a federally mandated program? If yes, please explain.

No

NEW DECISION ITEM

RANK: 11 OF 14

| | |
|--|---|
| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> |
| Division: <u>Multimodal Operations</u> | |
| DI Name: <u>Federal Aviation Assistance Expansion</u> DI# <u>1605015</u> | HB Section: <u>4.535</u> |

1. AMOUNT OF REQUEST

| | FY 2022 Budget Request | | | |
|-------|------------------------|---------------------|------------|---------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$10,003,657 | \$0 | \$10,003,657 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$10,003,657 | \$0 | \$10,003,657 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

| | FY 2022 Governor's Recommendation | | | |
|-------|-----------------------------------|---------------------|------------|---------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$10,003,657 | \$0 | \$10,003,657 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$10,003,657 | \$0 | \$10,003,657 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

| | | |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program | <input type="checkbox"/> Fund Switch |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue |
| <input type="checkbox"/> GR Pick-Up | <input type="checkbox"/> Space Request | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan | Other: _____ | |

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is needed because we anticipate receiving \$55.4 million in Airport Improvement Program grants in federal fiscal year 2020. While these funds will be drawn down over the course of multiple years, approximately \$40.0 million of the amount requested is for larger projects that will be drawn down over the course of state fiscal years 2021 and 2022. While these are early projections, we also anticipate applying for approximately \$45.0 million in Airport Improvement Program grants in federal fiscal year 2021. Those grants will likely draw down over state fiscal years 2022 and 2023. As a result, we anticipate expenditures of approximately \$45.0 million in state fiscal year 2022. This program is authorized by Title 49 United States Code and Sections 33.546 and 305.237, RSMo.

The Governor's Recommendation is the same as the department's request.

NEW DECISION ITEM

RANK: 11 OF 14

| Department of Transportation | | | | Budget Unit: <u>Multimodal Operations</u> | | | | | |
|---|---------------------------|-----------------------|----------------------------|--|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|
| Division: <u>Multimodal Operations</u> | | | | | | | | | |
| DI Name: <u>Federal Aviation Assistance Expansion</u> DI# <u>1605015</u> | | | | HB Section: <u>4.535</u> | | | | | |
| 4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.) | | | | | | | | | |
| All projects anticipated to draw down funds in state fiscal year 2022 were reviewed to identify how much funding is anticipated to be drawn down by project to determine the requested NDI amount of \$10.0 million. | | | | | | | | | |
| 5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS. | | | | | | | | | |
| Budget Object Class/Job Class | Dept Req GR DOLLARS | Dept Req GR FTE | Dept Req FED DOLLARS | Dept Req FED FTE | Dept Req OTHER DOLLARS | Dept Req OTHER FTE | Dept Req TOTAL DOLLARS | Dept Req TOTAL FTE | Dept Req One-Time DOLLARS |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | | | \$10,003,657 | | | | \$10,003,657 | | |
| Total PSD | \$0 | | \$10,003,657 | | \$0 | | \$10,003,657 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$0 | 0.0 | \$10,003,657 | 0.0 | \$0 | 0.0 | \$10,003,657 | 0.0 | \$0 |

NEW DECISION ITEM

RANK: 11 OF 14

| Department of Transportation | | | | Budget Unit: <u>Multimodal Operations</u> | | | | | |
|---|--------------------------|----------------------|---------------------------|---|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------|
| Division: <u>Multimodal Operations</u> | | | | | | | | | |
| DI Name: <u>Federal Aviation Assistance Expansion</u> | | | | HB Section: <u>4.535</u> | | | | | |
| DI# <u>1605015</u> | | | | | | | | | |
| Budget Object Class/Job Class | Gov Rec GR DOLLARS | Gov Rec GR FTE | Gov Rec FED DOLLARS | Gov Rec FED FTE | Gov Rec OTHER DOLLARS | Gov Rec OTHER FTE | Gov Rec TOTAL DOLLARS | Gov Rec TOTAL FTE | Gov Rec One-Time DOLLARS |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$0 | | \$10,003,657 | | | | \$10,003,657 | | |
| Total PSD | \$0 | | \$10,003,657 | | \$0 | | \$10,003,657 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$0 | 0.0 | \$10,003,657 | 0.0 | \$0 | 0.0 | \$10,003,657 | 0.0 | \$0 |

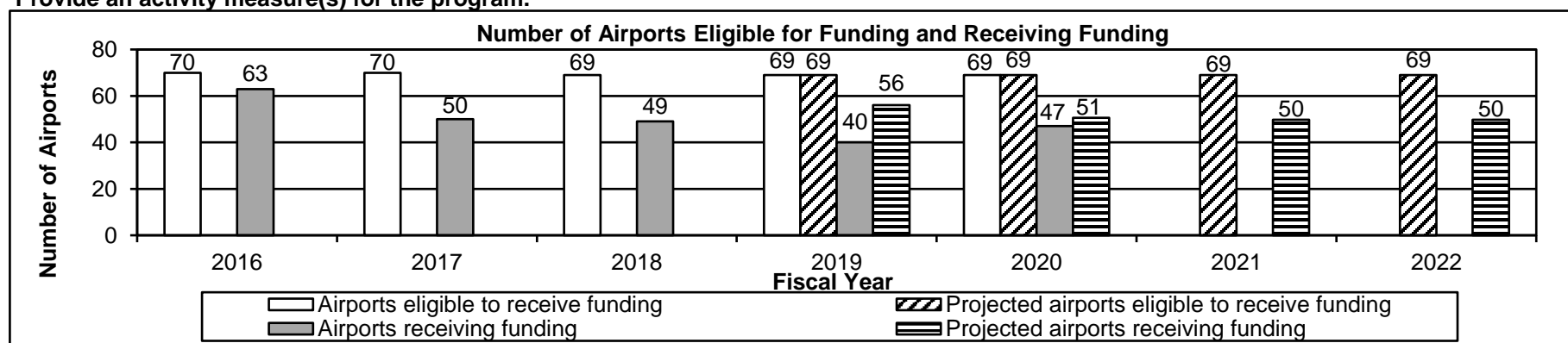
NEW DECISION ITEM
RANK: 11 OF 14

Department of Transportation
Division: Multimodal Operations
DI Name: Federal Aviation Assistance Expansion DI# 1605015

Budget Unit: Multimodal Operations
HB Section: 4.535

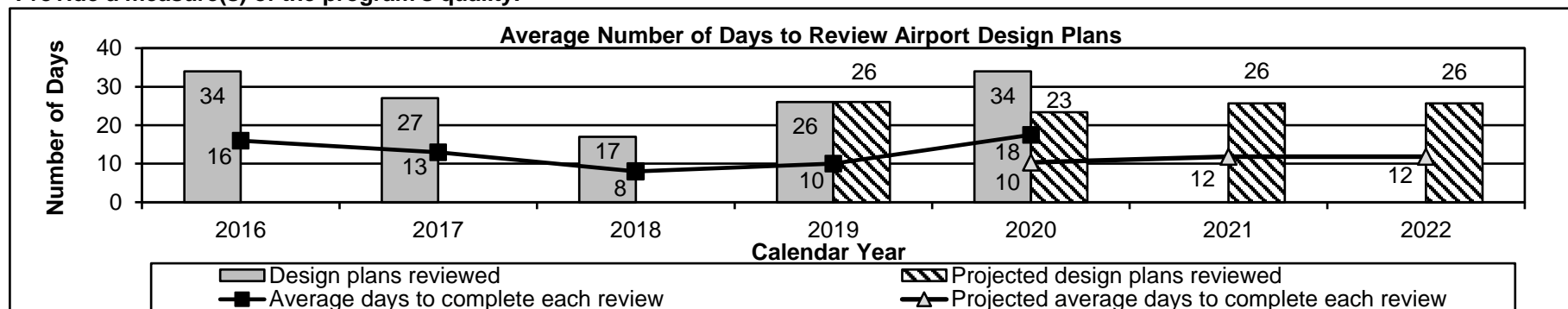
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2021 and 2022 projections for airports eligible to receive funding are based on all 69 airports that receive federal AIP funding through the State Block Grant Program qualifying for funding. The 2021 and 2022 projections for airports receiving funding were calculated by averaging the last five years of airports receiving funding.

6b. Provide a measure(s) of the program's quality.



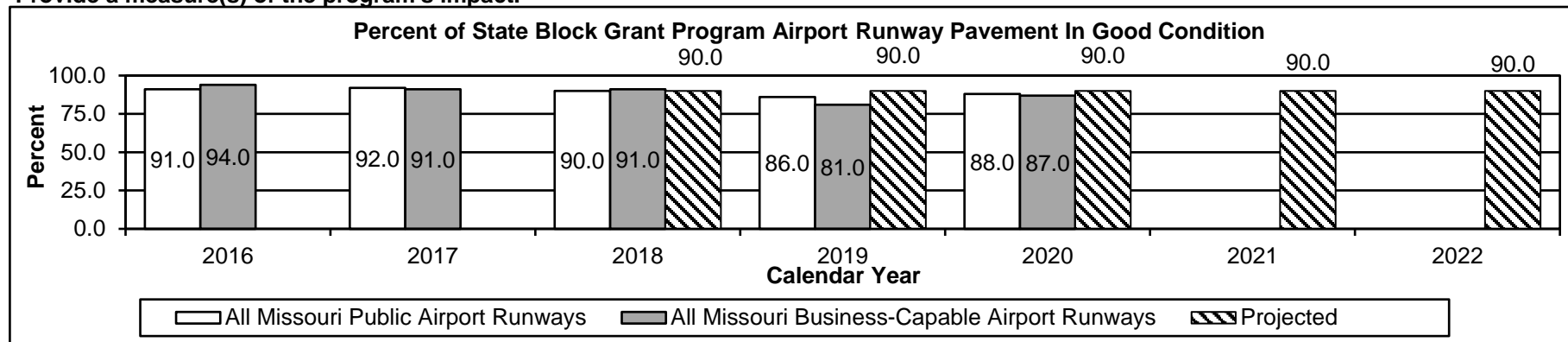
All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2021 and 2022 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM
RANK: 11 OF 14

Department of Transportation
Division: Multimodal Operations
DI Name: Federal Aviation Assistance Expansion DI# 1605015

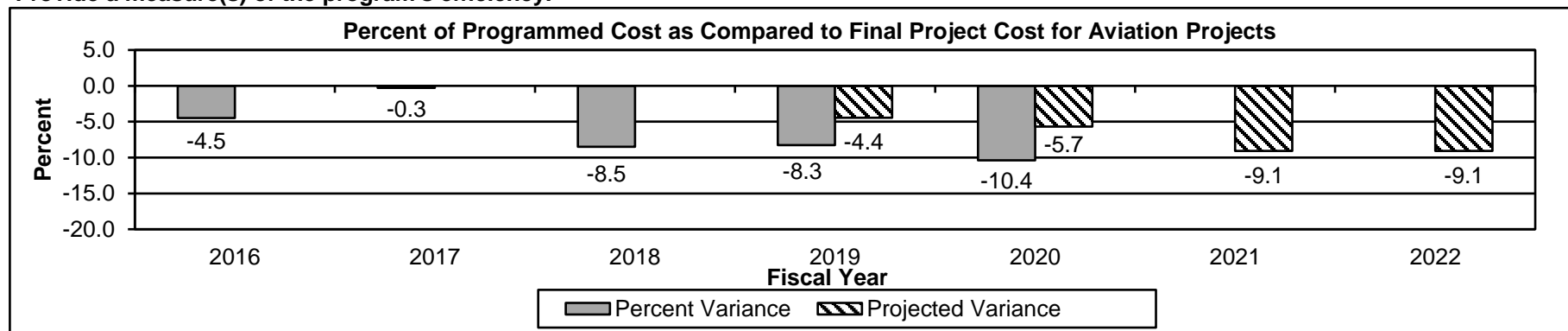
Budget Unit: Multimodal Operations
HB Section: 4.535

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The projection for 2021 and 2022 was set by the department and is considered the ideal percent of pavement in good condition.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed, or budgeted, in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2021 and 2022 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM

RANK: 11 OF 14

Department of Transportation
Division: Multimodal Operations
DI Name: Federal Aviation Assistance Expansion **DI# 1605015**

Budget Unit: Multimodal Operations
HB Section: 4.535

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

MoDOT's Aviation section staff will continue to monitor the performance measurement targets included above when proceeding with projects. Aviation section staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|--|------------|-------------|------------|-------------|---------------------|-------------|---------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| FEDERAL AVIATION ASSISTANCE | | | | | | | | |
| Federal Aviation Assistance - 1605015 | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 0 | 0.00 | 10,003,657 | 0.00 | 10,003,657 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 10,003,657 | 0.00 | 10,003,657 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$0 | 0.00 | \$10,003,657 | 0.00 | \$10,003,657 | 0.00 |
| | | | | | | | | |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$10,003,657 | 0.00 | \$10,003,657 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

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DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|---------------------------------|------------------|----------------|------------------|----------------|------------------|-----------------|------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PORT AUTH FINANCIAL ASST | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| STATE TRANSPORTATION FUND | 599,999 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 |
| TOTAL - PD | 599,999 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 |
| TOTAL | 599,999 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 |
| GRAND TOTAL | \$599,999 | 0.00 | \$600,000 | 0.00 | \$600,000 | 0.00 | \$600,000 | 0.00 |

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CORE DECISION ITEM

Department of Transportation

Division: Multimodal Operations

Core: Port Authorities Financial Assistance

Budget Unit: Multimodal OperationsHB Section: 4.540

1. CORE FINANCIAL SUMMARY

| | FY 2022 Budget Request | | | |
|--------------|------------------------|------------|------------------|------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$600,000 | \$600,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$600,000 | \$600,000 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

Notes:

| | FY 2022 Governor's Recommendation | | | |
|--------------|-----------------------------------|------------|------------------|------------------|
| | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$600,000 | \$600,000 |
| TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$600,000 | \$600,000 |

| | | | | |
|-----|------|------|------|------|
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |
|-----|------|------|------|------|

| | | | | |
|-------------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

Notes:

2. CORE DESCRIPTION

This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their products to market in a cost-effective manner.

The Governor's Recommendation is the same as the department's request.

3. PROGRAM LISTING (list programs included in this core funding)

Appropriated funds are distributed in July of each fiscal year by a formula developed in collaboration with the 17 port authorities and one three-state port commission. The formula is based upon the development needs of each port facility, a three-year business plan, amount of cargo moved through the port and use of prior funding allocations.

CORE DECISION ITEM

Department of Transportation

Budget Unit: Multimodal Operations

Division: Multimodal Operations

Core: Port Authorities Financial Assistance

HB Section: 4.540

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$600,000 | \$600,000 | \$600,000 | \$600,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$600,000 | \$600,000 | \$600,000 | N/A |
| Actual Expenditures (All Funds) | \$600,000 | \$600,000 | \$599,999 | N/A |
| Unexpended (All Funds) | \$0 | \$0 | \$1 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$0 | \$0 | \$1 | N/A |

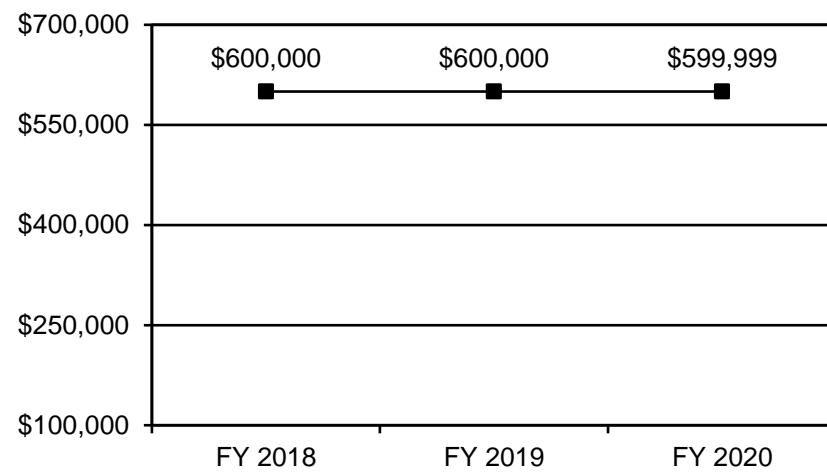
*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

Actual Expenditures (All Funds)



CORE RECONCILIATION

STATE
PORT AUTH FINANCIAL ASST

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|----------------|----------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 0 | 600,000 | 600,000 | |
| | Total | 0.00 | 0 | 0 | 600,000 | 600,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 0 | 600,000 | 600,000 | |
| | Total | 0.00 | 0 | 0 | 600,000 | 600,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 0 | 600,000 | 600,000 | |
| | Total | 0.00 | 0 | 0 | 600,000 | 600,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|---------------------------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PORT AUTH FINANCIAL ASST | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 599,999 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 |
| TOTAL - PD | 599,999 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 | 600,000 | 0.00 |
| GRAND TOTAL | \$599,999 | 0.00 | \$600,000 | 0.00 | \$600,000 | 0.00 | \$600,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$599,999 | 0.00 | \$600,000 | 0.00 | \$600,000 | 0.00 | \$600,000 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Financial Assistance

Program is found in the following core budget(s): Port Authorities Financial Assistance

1a. What strategic priority does this program address?

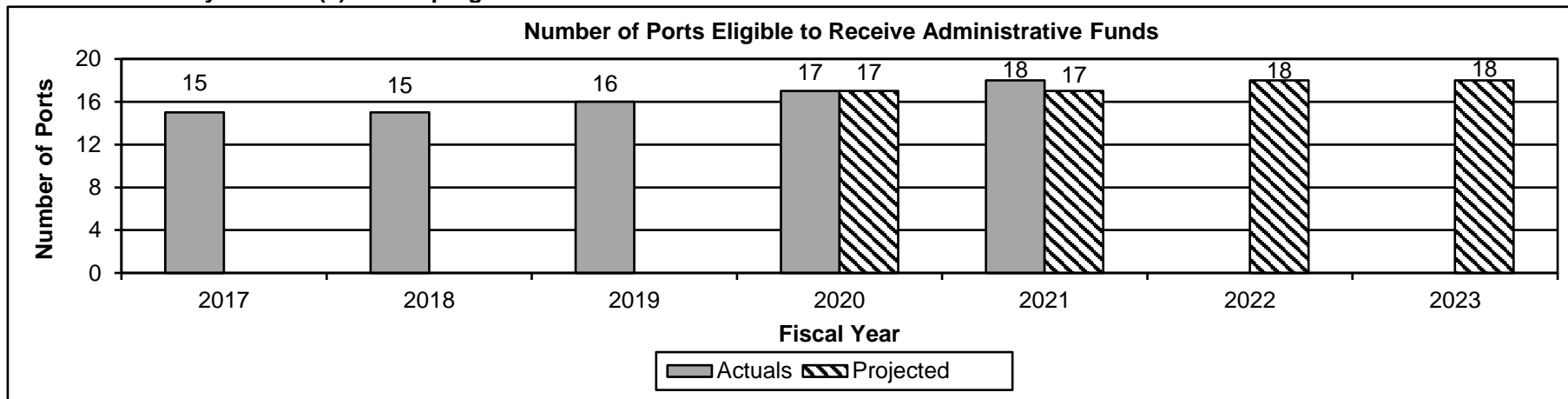
Safety - moving Missourians safely

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their product to market in a cost-effective manner.

2a. Provide an activity measure(s) for the program.

This measure includes Missouri ports as well as one three-state port commission. The 2022 and 2023 projections are based on the ports currently eligible for administrative funding in fiscal year 2021. Ports must be actively pursuing movement of waterborne freight or passengers in order to receive funding.

PROGRAM DESCRIPTION

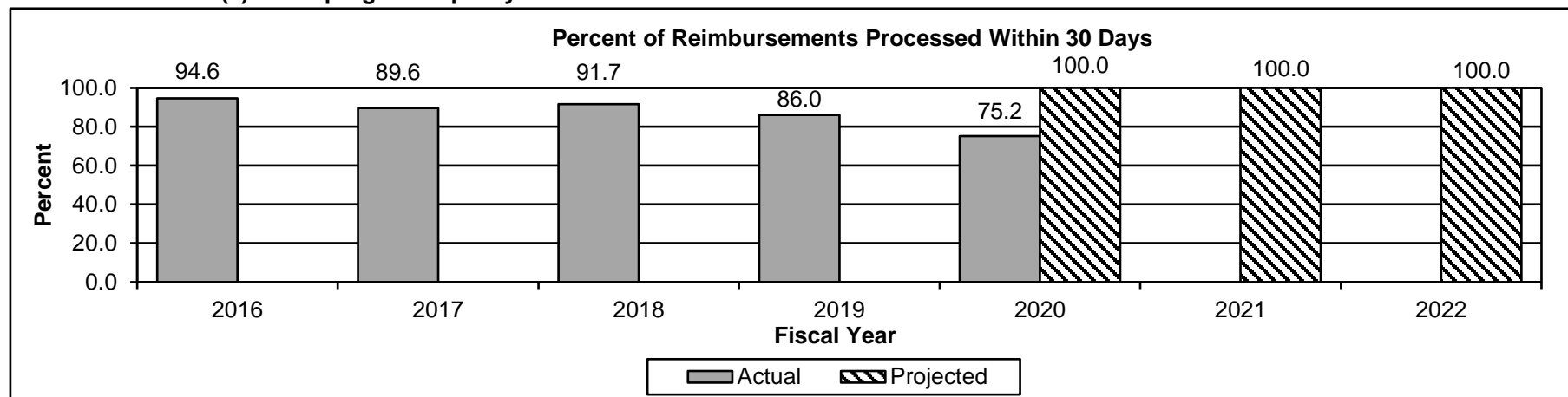
Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Financial Assistance

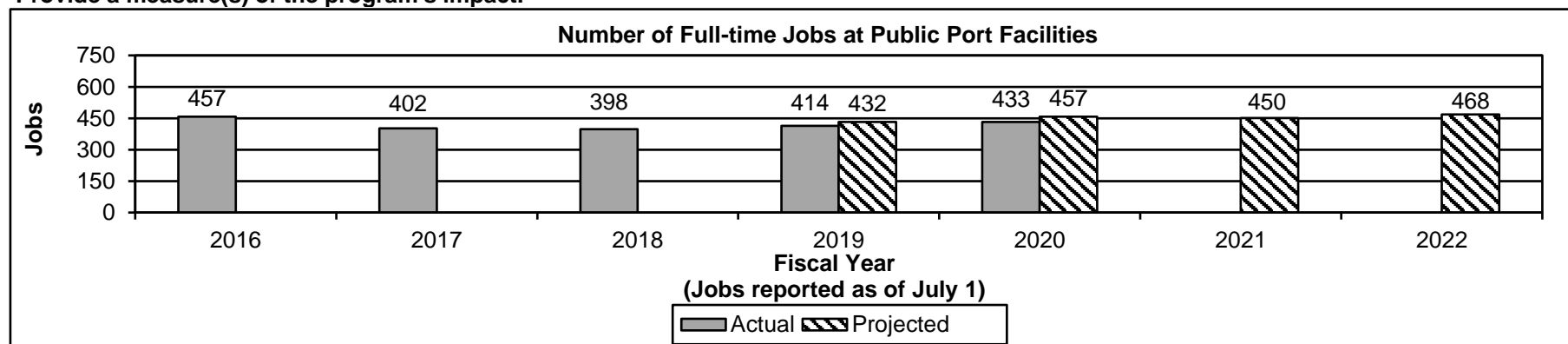
Program is found in the following core budget(s): Port Authorities Financial Assistance

2b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The 2021 and 2022 projections were set at 100 percent due to recent processing enhancements.

2c. Provide a measure(s) of the program's impact.



The fiscal year 2021 and 2022 projections are based on average growth from 2018 to 2020.

PROGRAM DESCRIPTION

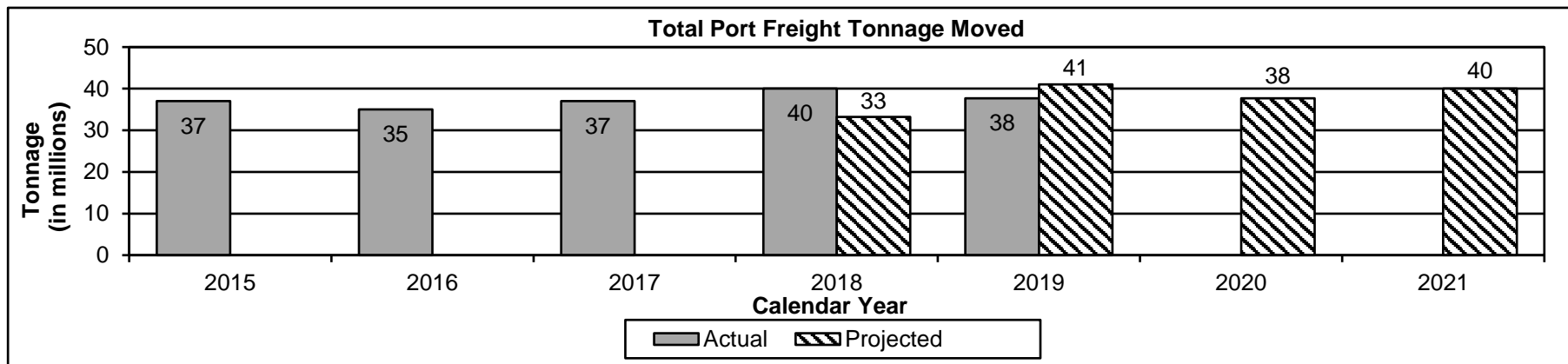
Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Financial Assistance

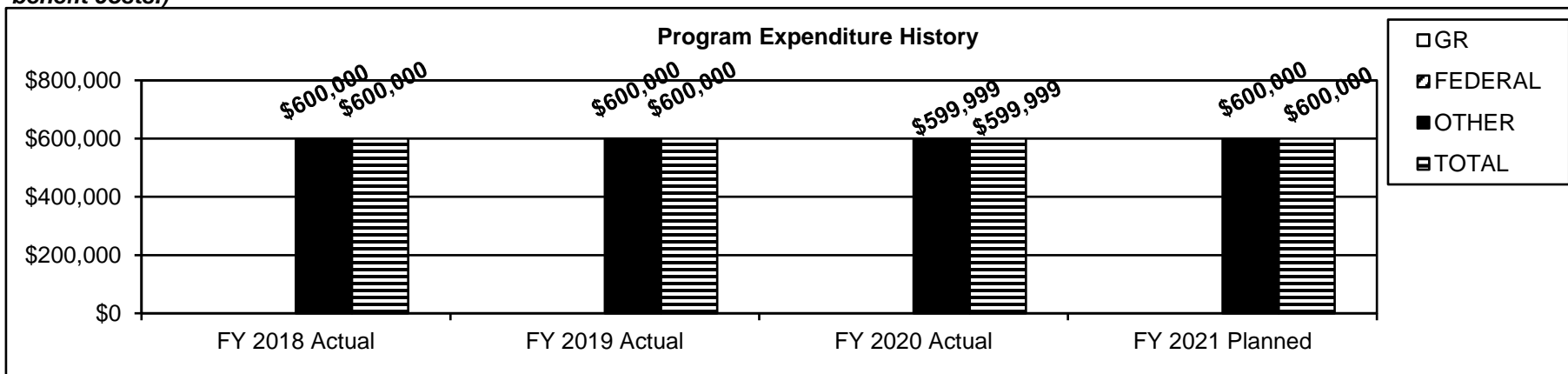
Program is found in the following core budget(s): Port Authorities Financial Assistance

2d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58, or more semi trucks on congested roadways. Missouri experienced an overall decrease of 5.8 percent in freight movements from calendar year 2018 to 2019. This was due to flooding making the river unusable for large segments of the year. Due to the COVID-19 pandemic and repairs needed for flood damage, the expected growth estimate is 0.0 percent for 2020. The 2021 projection is based on 2018 tonnage moved. Calendar year 2020 data was not available at time of publication.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Financial Assistance

Program is found in the following core budget(s): Port Authorities Financial Assistance

4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution, 68.035, 68.065 and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|--|--------------------|----------------|--------------------|----------------|---------------------|-----------------|---------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PORT AUTH CAPITAL IMPROVEMT P | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 5,098,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 |
| TOTAL - PD | 5,098,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 |
| TOTAL | 5,098,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 |
| Port Capital Improvements - 1605016 | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| GENERAL REVENUE | 0 | 0.00 | 0 | 0.00 | 6,709,542 | 0.00 | 6,330,119 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 6,709,542 | 0.00 | 6,330,119 | 0.00 |
| TOTAL | 0 | 0.00 | 0 | 0.00 | 6,709,542 | 0.00 | 6,330,119 | 0.00 |
| GRAND TOTAL | \$5,098,458 | 0.00 | \$5,290,458 | 0.00 | \$12,000,000 | 0.00 | \$11,620,577 | 0.00 |

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CORE DECISION ITEM

| | | | | | | | | | |
|--|--------------------|----------------|--------------|--------------------|--|--------------------|----------------|--------------|--------------------|
| Department of Transportation | | | | | Budget Unit: Multimodal Operations | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| Core: Port Authorities Capital Improvement | | | | | HB Section: 4.540 | | | | |
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | |
| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$5,290,458 | \$0 | \$0 | \$5,290,458 | PSD | \$5,290,458 | \$0 | \$0 | \$5,290,458 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$5,290,458 | \$0 | \$0 | \$5,290,458 | Total | \$5,290,458 | \$0 | \$0 | \$5,290,458 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |
| Other Funds: | | | | | Other Funds: | | | | |
| Notes: | | | | | Notes: | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | |
| Article IV, Section 30(c), MO Constitution and Sections 33.543 and 68.035, RSMo provide authorization for MoDOT to administer any general revenue appropriated by the legislature for the Public Port Capital Improvements Program (PPCIP). Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Ports leverage capital improvement program funds with private and federal funding to respond to business needs. This combination of funding increases freight commerce moved through the ports in Missouri, improving connections between transportation modes, and spurring economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue. | | | | | | | | | |
| The Governor's Recommendation is the same as the department's request. | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | |
| Projects are selected annually through a collaborative process involving the Executive Directors of the Port Authorities and MoDOT. Each port presents capital asset needs to the group for discussion, including topics such as job creation, timelines for completion, how quickly the asset is needed for a business and whether the asset is needed for a current business, committed business or potential business. The group collectively ranks each need then uses these rankings to develop a fiscally constrained project listing. The project needs list changes each year due to rapidly changing economic development needs. MoDOT's STIP includes a list of unfunded needs identified by the ports. | | | | | | | | | |

CORE DECISION ITEM

Department of Transportation
 Division: Multimodal Operations
 Core: Port Authorities Capital Improvement

Budget Unit: Multimodal Operations

HB Section: 4.540

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$1,594,230 | \$3,000,000 | \$6,400,000 | \$5,290,458 |
| Less Reverted (All Funds) | (\$45,000) | (\$90,000) | (\$192,000) | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | (\$1,109,542) | N/A |
| Budget Authority (All Funds) | \$1,549,230 | \$2,910,000 | \$5,098,458 | N/A |
| Actual Expenditures (All Funds) | \$1,549,230 | \$2,910,000 | \$5,098,458 | N/A |
| Unexpended (All Funds) | \$0 | \$0 | \$0 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |

(1)

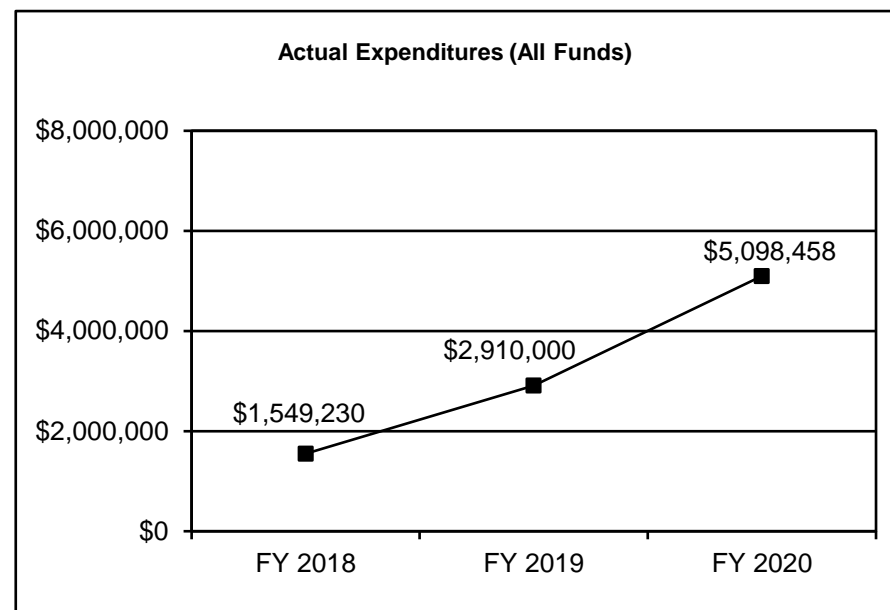
*Restricted amount is as of 7/1/20

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The fiscal year 2020 actual expenditures do not include House Bill 18 actual expenditures of \$2,909,999.



CORE RECONCILIATION

STATE
PORT AUTH CAPITAL IMPROVEMT P

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|------------------|----------|----------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 5,290,458 | 0 | 0 | 5,290,458 | |
| | Total | 0.00 | 5,290,458 | 0 | 0 | 5,290,458 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 5,290,458 | 0 | 0 | 5,290,458 | |
| | Total | 0.00 | 5,290,458 | 0 | 0 | 5,290,458 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 5,290,458 | 0 | 0 | 5,290,458 | |
| | Total | 0.00 | 5,290,458 | 0 | 0 | 5,290,458 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|--------------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PORT AUTH CAPITAL IMPROVEMT P | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 5,098,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 |
| TOTAL - PD | 5,098,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 | 5,290,458 | 0.00 |
| GRAND TOTAL | \$5,098,458 | 0.00 | \$5,290,458 | 0.00 | \$5,290,458 | 0.00 | \$5,290,458 | 0.00 |
| GENERAL REVENUE | \$5,098,458 | 0.00 | \$5,290,458 | 0.00 | \$5,290,458 | 0.00 | \$5,290,458 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Capital Improvement

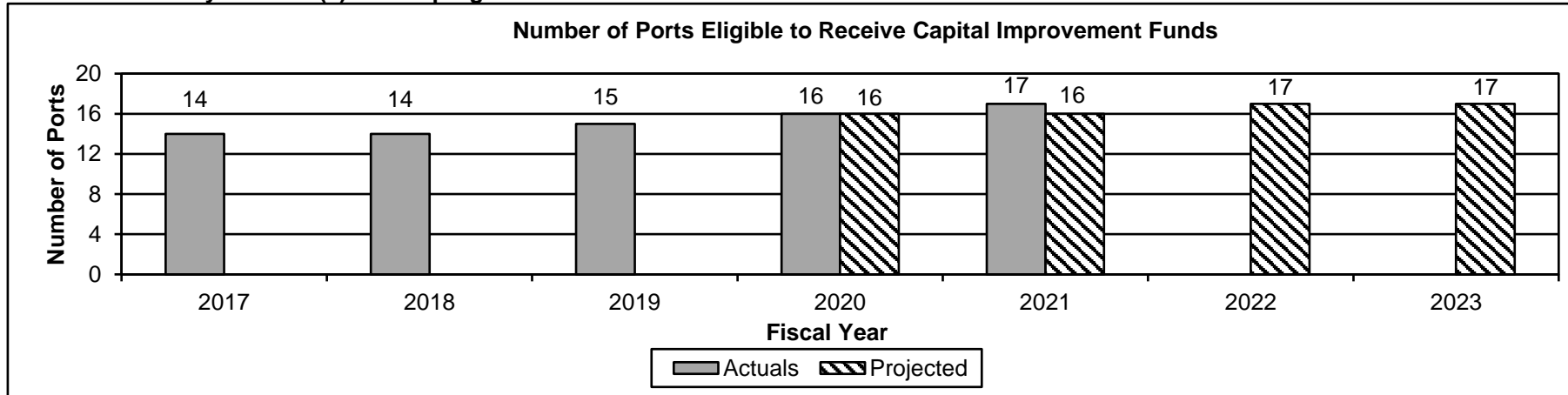
Program is found in the following core budget(s): Port Authorities Capital Improvement

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Public port authorities use these capital improvement funds to respond to existing or future business opportunities at the port and leverage with private and federal investment. These improvements increase commerce on Missouri's waterways, improve connections between transportation modes, and spur economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue.

2a. Provide an activity measure(s) for the program.

The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2022 and 2023 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2021.

PROGRAM DESCRIPTION

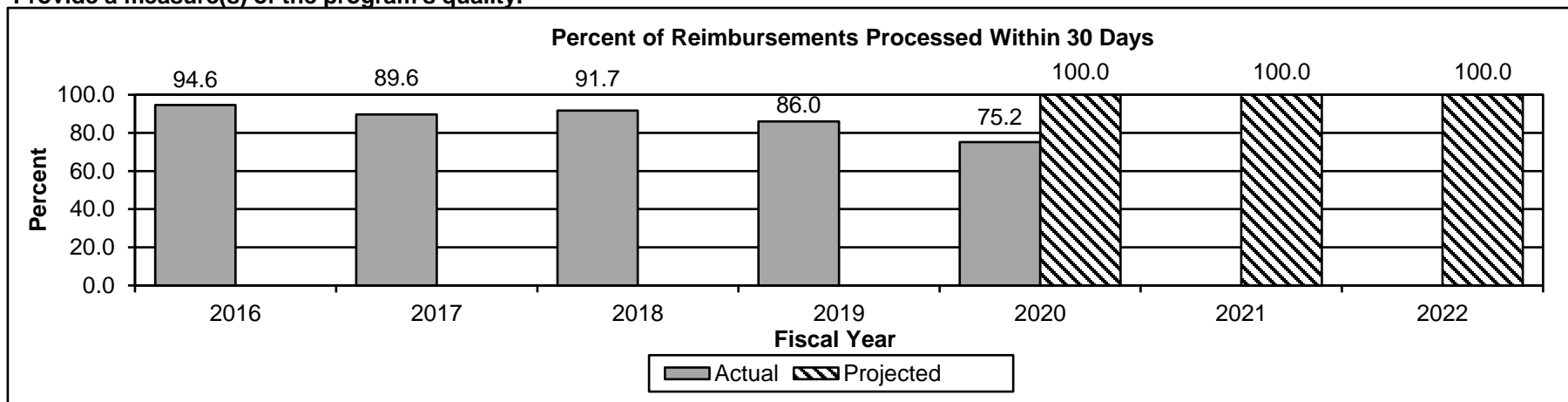
Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Capital Improvement

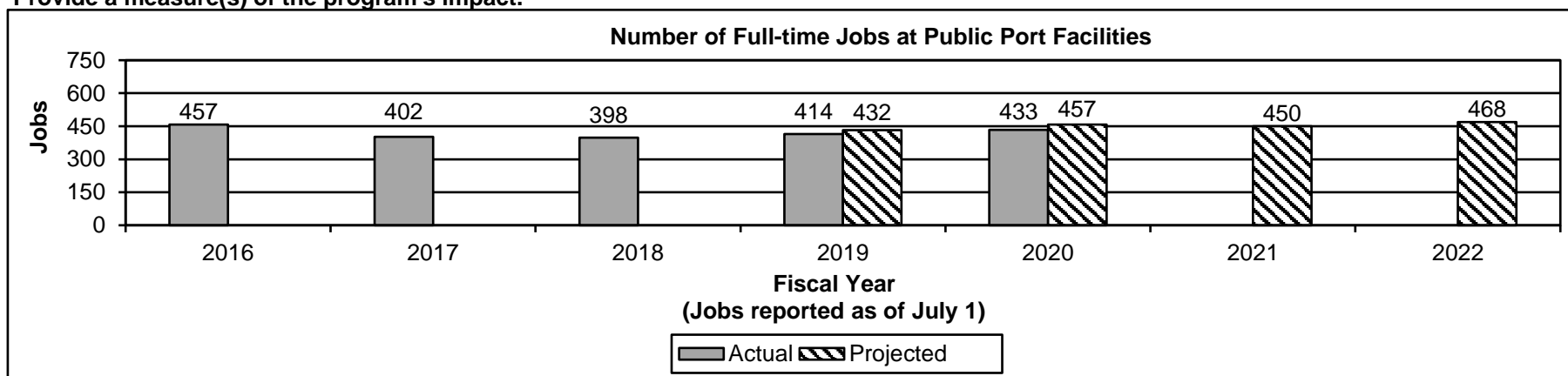
Program is found in the following core budget(s): Port Authorities Capital Improvement

2b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The 2021 and 2022 projections were set at 100 percent due to recent processing enhancements.

2c. Provide a measure(s) of the program's impact.



The fiscal year 2021 and 2022 projections are based on average growth from 2018 to 2020.

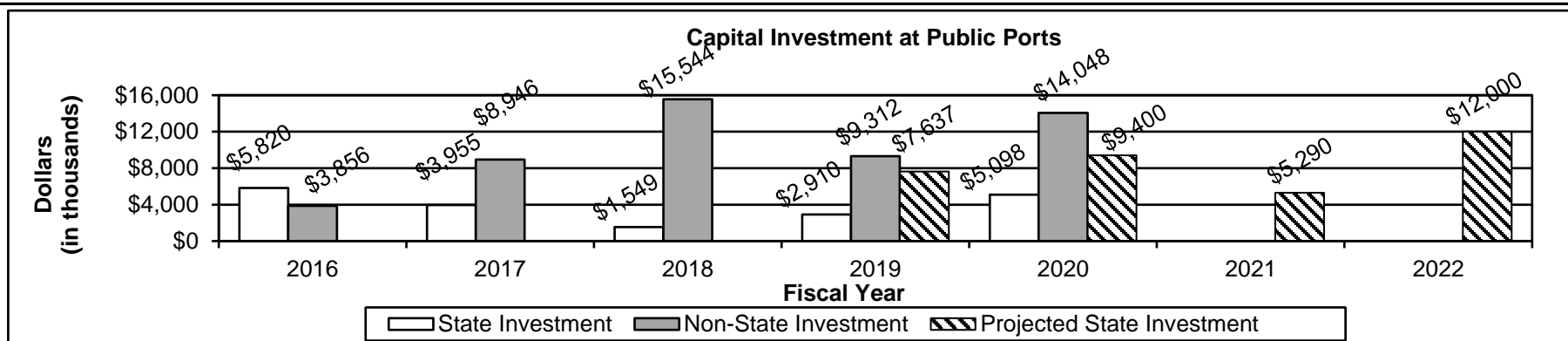
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.540

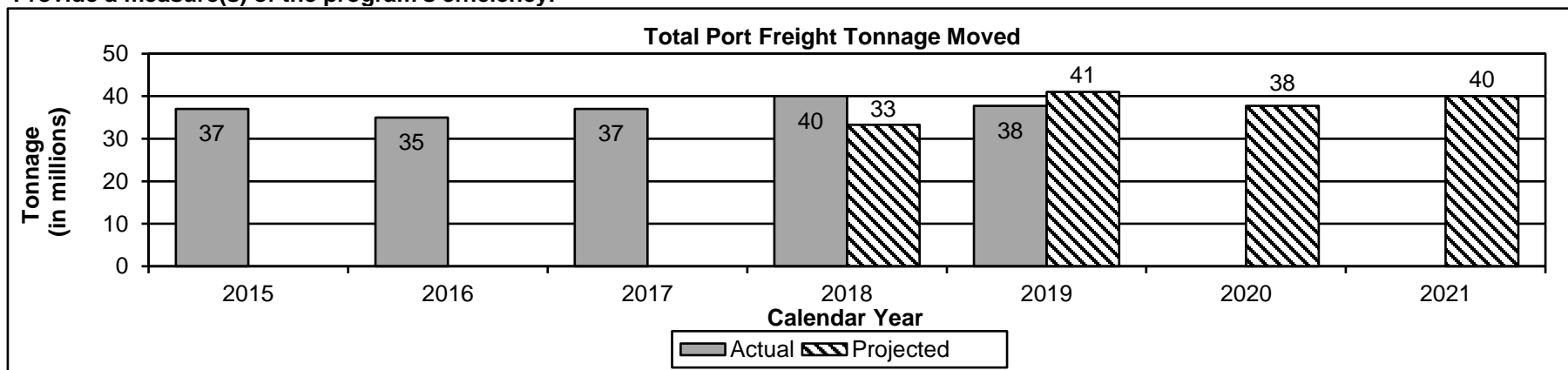
Program Name: Port Authorities Capital Improvement

Program is found in the following core budget(s): Port Authorities Capital Improvement



Fiscal year 2020 state investment does not include House Bill 18 actual expenditures of \$2,909,999. The 2021 and 2022 projections for state investment are based on the project needs submitted by the Port Authorities. The large public investment in 2018 was due to the construction of a new port and two ports investing in expansion of their facilities.

2d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58, or more semi trucks on congested roadways. Missouri experienced an overall decrease of 5.8 percent in freight movements from calendar year 2018 to 2019. This was due to flooding making the river unusable for large segments of the year. Due to the COVID-19 pandemic and repairs needed for flood damage, the expected growth estimate is 0.0 percent for 2020. The 2021 projection is based on 2018 tonnage moved. Calendar year 2020 data was not available at time of publication.

PROGRAM DESCRIPTION

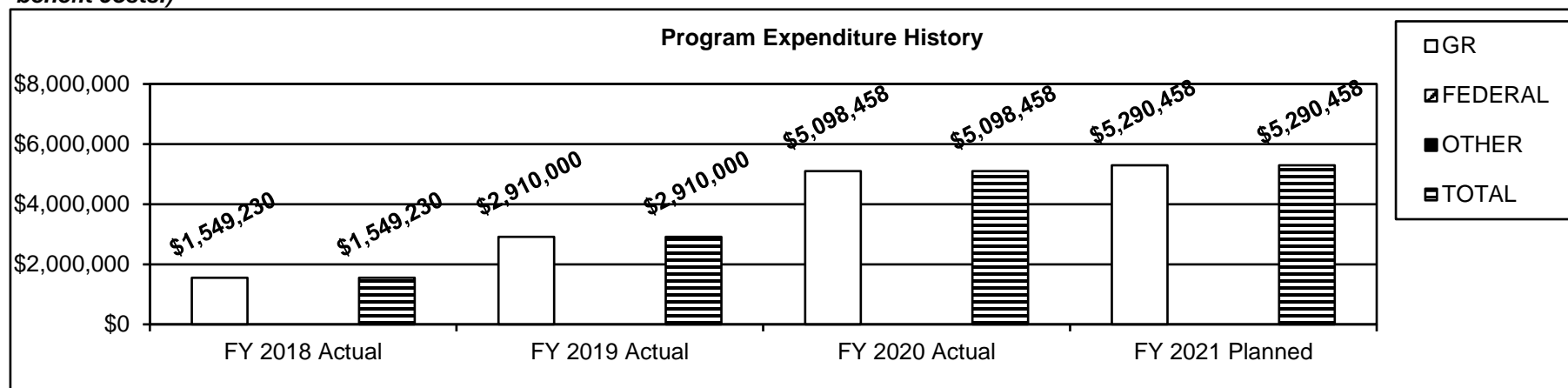
Department of Transportation

HB Section(s): 4.540

Program Name: Port Authorities Capital Improvement

Program is found in the following core budget(s): Port Authorities Capital Improvement

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 68.035, 33.543, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

NEW DECISION ITEM
RANK: 13 OF 14

| | | | | | | | | | |
|---|--------------------|---|--------------|-----------------------|--|--------------------|----------------|--------------|--------------------|
| Department of Transportation | | | | | Budget Unit: Multimodal Operations | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| DI Name: Port Authority Capital Improvement Expansion DI# 1605016 | | | | | HB Section: 4.540 | | | | |
| 1. AMOUNT OF REQUEST | | | | | | | | | |
| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$6,709,542 | \$0 | \$0 | \$6,709,542 | PSD | \$6,330,119 | \$0 | \$0 | \$6,330,119 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$6,709,542 | \$0 | \$0 | \$6,709,542 | Total | \$6,330,119 | \$0 | \$0 | \$6,330,119 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> | | | | |
| Other Funds: | | | | | Other Funds: | | | | |
| 2. THIS REQUEST CAN BE CATEGORIZED AS: | | | | | | | | | |
| New Legislation | | New Program | | Fund Switch | | | | | |
| Federal Mandate | | <input checked="" type="checkbox"/> Program Expansion | | Cost to Continue | | | | | |
| GR Pick-Up | | Space Request | | Equipment Replacement | | | | | |
| Pay Plan | | Other: | | | | | | | |
| 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR | | | | | | | | | |
| <p>Article IV, Section 30(c), MO Constitution and Sections 33.543 and 68.035 RSMo provide authorization for MoDOT to administer any general revenue appropriated by the legislature for the public port capital improvements program (PPCIP). Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Public port authorities use PPCIP to respond to existing or future business needs at the port and leverage with private and federal investment. These improvements increase commerce on Missouri's waterways, improve connections between transportation modes, and spur economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue.</p> <p>The Governor's Recommendation is less than the department's request.</p> | | | | | | | | | |

NEW DECISION ITEM
RANK: 13 OF 14

| Department of Transportation | Budget Unit: <u>Multimodal Operations</u> | | | | | | | | |
|---|--|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|
| Division: Multimodal Operations | | | | | | | | | |
| DI Name: Port Authority Capital Improvement Expansion DI# 1605016 | HB Section: <u>4.540</u> | | | | | | | | |
| 4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.) | | | | | | | | | |
| The funding level for the PPCIP is based on collaboration with the Missouri Port Authority Association (MPAA) balancing unfunded needs and available local match. MPAA maintains an unfunded needs project list of approximately \$150.0 million annually that is incorporated into MODOT's State Transportation Improvement Plan (STIP). Each summer MoDOT and MPAA meet to discuss any emerging needs, continuing needs, and project phasing. A list of prioritized needs is developed and the PPCIP funding request is determined. | | | | | | | | | |
| 5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS. | | | | | | | | | |
| Budget Object Class/Job Class | Dept Req GR DOLLARS | Dept Req GR FTE | Dept Req FED DOLLARS | Dept Req FED FTE | Dept Req OTHER DOLLARS | Dept Req OTHER FTE | Dept Req TOTAL DOLLARS | Dept Req TOTAL FTE | Dept Req One-Time DOLLARS |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$6,709,542 | | \$0 | | \$0 | | \$6,709,542 | | \$0 |
| Total PSD | \$6,709,542 | | \$0 | | \$0 | | \$6,709,542 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$6,709,542 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$6,709,542 | 0.0 | \$0 |

NEW DECISION ITEM
RANK: 13 OF 14

| Department of Transportation | | | Budget Unit: <u>Multimodal Operations</u> | | | | | | |
|--|--------------------------|----------------------|---|-----------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|--------------------------------|
| Division: <u>Multimodal Operations</u> | | | | | | | | | |
| DI Name: <u>Port Authority Capital Improvement Expansion DI# 1605016</u> | | | HB Section: <u>4.540</u> | | | | | | |
| Budget Object Class/Job Class | Gov Rec GR DOLLARS | Gov Rec GR FTE | Gov Rec FED DOLLARS | Gov Rec FED FTE | Gov Rec OTHER DOLLARS | Gov Rec OTHER FTE | Gov Rec TOTAL DOLLARS | Gov Rec TOTAL FTE | Gov Rec One-Time DOLLARS |
| Total PS | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$0 |
| Total EE | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Program Distributions (800) | \$6,330,119 | | | | | | \$6,330,119 | | |
| Total PSD | \$6,330,119 | | \$0 | | \$0 | | \$6,330,119 | | \$0 |
| Total TRF | \$0 | | \$0 | | \$0 | | \$0 | | \$0 |
| Grand Total | \$6,330,119 | 0.0 | \$0 | 0.0 | \$0 | 0.0 | \$6,330,119 | 0.0 | \$0 |

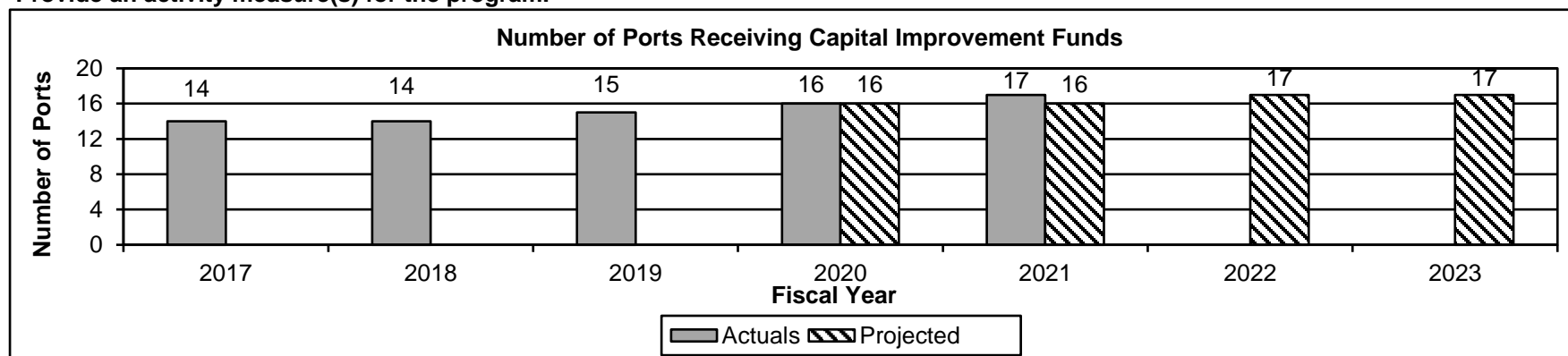
NEW DECISION ITEM
RANK: 13 **OF** 14

Department of Transportation
Division: Multimodal Operations
DI Name: Port Authority Capital Improvement Expansion DI# 1605016

Budget Unit: Multimodal Operations
HB Section: 4.540

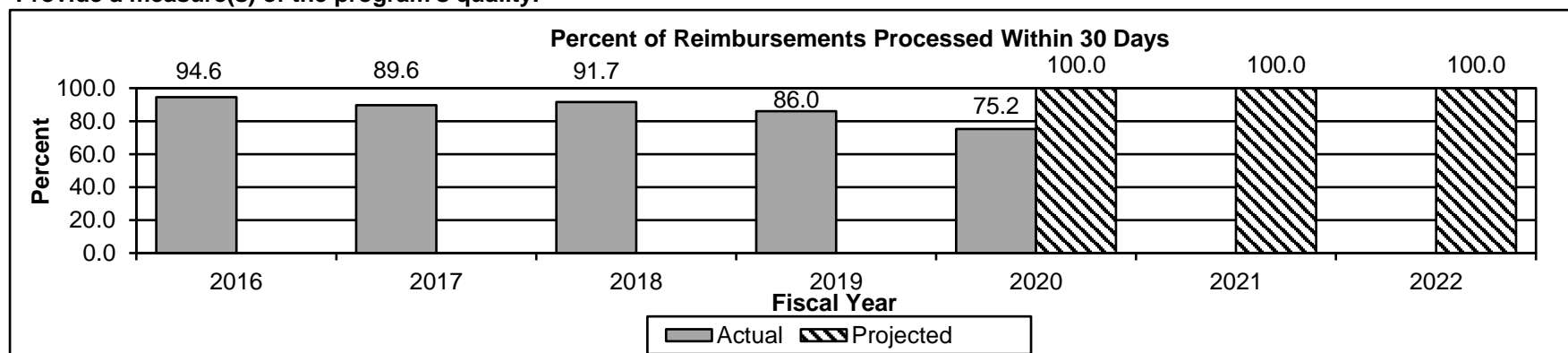
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2022 and 2023 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2021.

6b. Provide a measure(s) of the program's quality.



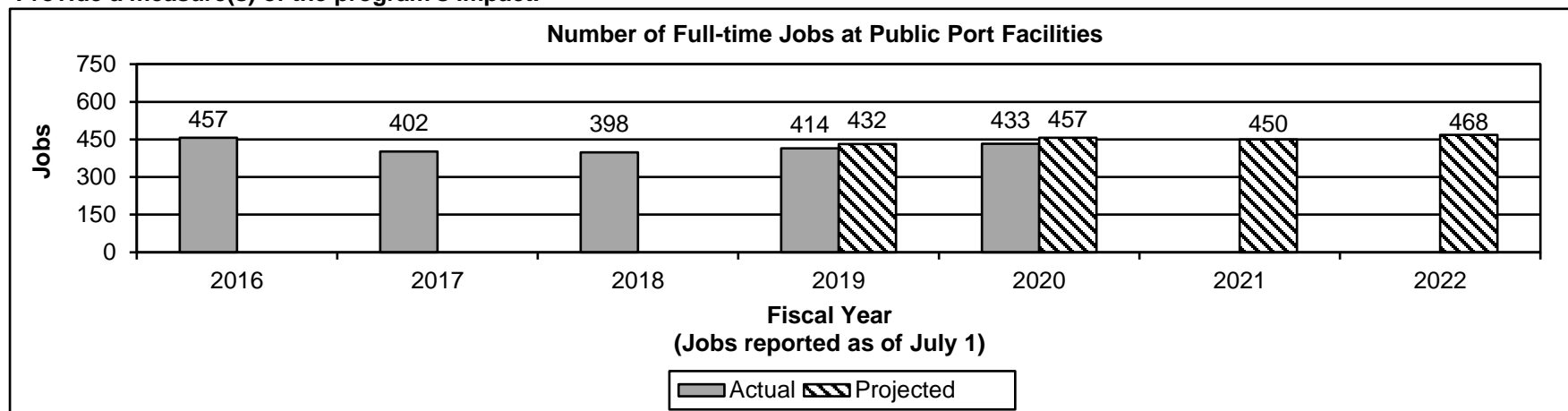
The ports receive funding by submitting their expenses to MoDOT for reimbursement. The 2021 and 2022 projections were set at 100 percent due to recent processing enhancements.

NEW DECISION ITEM
RANK: 13 OF 14

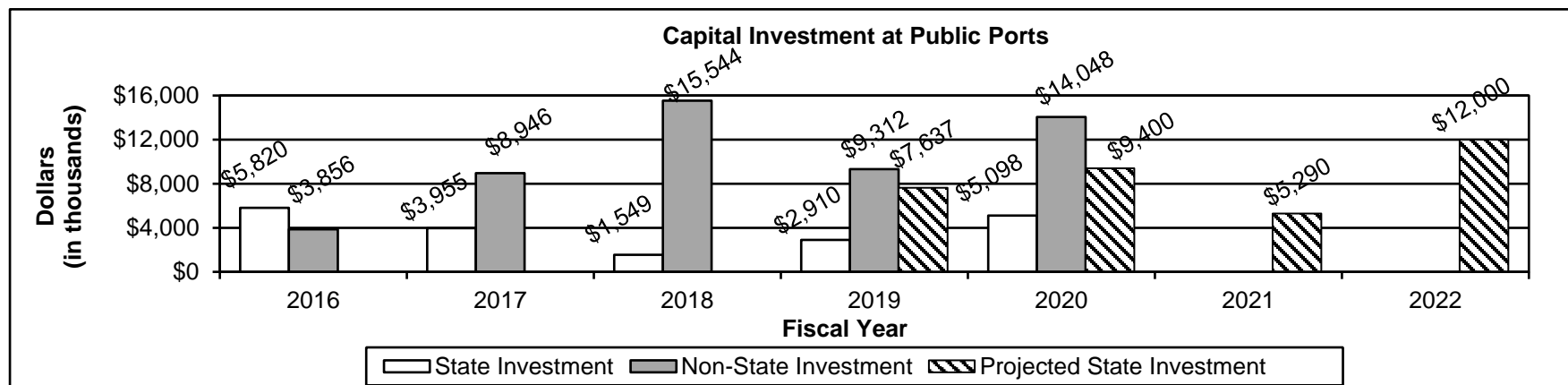
Department of Transportation
Division: Multimodal Operations
DI Name: Port Authority Capital Improvement Expansion DI# 1605016

Budget Unit: Multimodal Operations
HB Section: 4.540

6c. Provide a measure(s) of the program's impact.



The fiscal year 2021 and 2022 projections are based on average growth from 2018 to 2020.



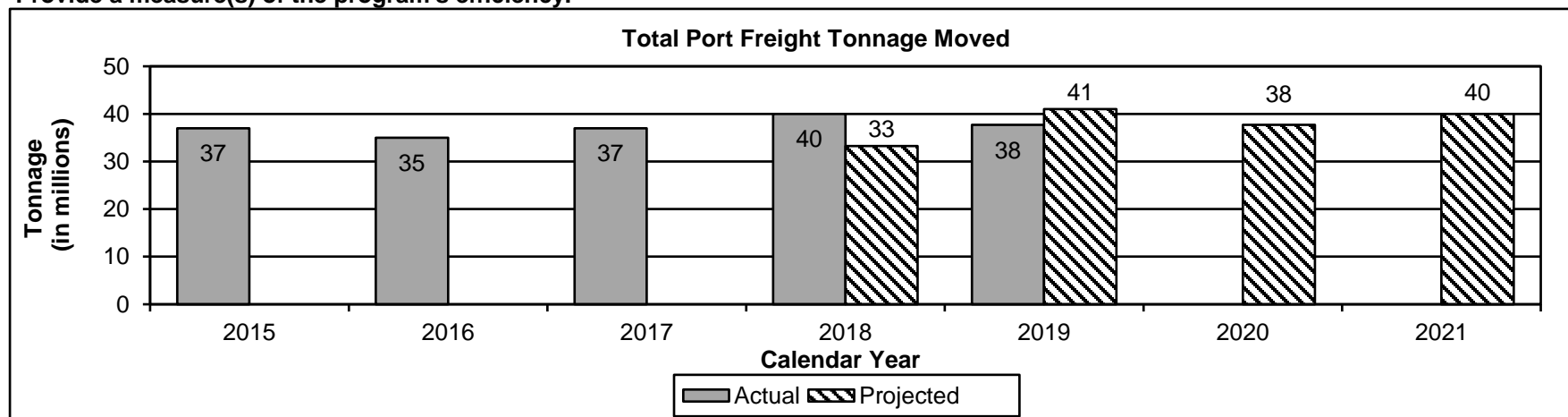
Fiscal year 2020 state investment does not include House Bill 18 actual expenditures of \$2,909,999. The 2021 and 2022 projections for state investment are based on the project needs submitted by the Port Authorities. The large public investment in 2018 was due to the construction of a new port and two ports investing in expansion of their facilities.

NEW DECISION ITEM
RANK: 13 OF 14

Department of Transportation
Division: Multimodal Operations
DI Name: Port Authority Capital Improvement Expansion DI# 1605016

Budget Unit: Multimodal Operations
HB Section: 4.540

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58, or more semi trucks on congested roadways. Missouri experienced an overall decrease of 5.8 percent in freight movements from calendar year 2018 to 2019. This was due to flooding making the river unusable for large segments of the year. Due to the COVID-19 pandemic and repairs needed for flood damage, the expected growth estimate is 0.0 percent for 2020. The 2021 projection is based on 2018 tonnage moved. Calendar year 2020 data was not available at time of publication.

NEW DECISION ITEM
RANK: 13 OF 14

| | |
|---|------------------------------------|
| Department of Transportation | Budget Unit: Multimodal Operations |
| Division: Multimodal Operations | |
| DI Name: Port Authority Capital Improvement Expansion DI# 1605016 | HB Section: 4.540 |

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Provide capital assistance to port authorities across the state to advance economic development.

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|--|------------|-------------|------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| PORT AUTH CAPITAL IMPROVEMT P | | | | | | | | |
| Port Capital Improvements - 1605016 | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 0 | 0.00 | 6,709,542 | 0.00 | 6,330,119 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 0 | 0.00 | 6,709,542 | 0.00 | 6,330,119 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$0 | 0.00 | \$6,709,542 | 0.00 | \$6,330,119 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$6,709,542 | 0.00 | \$6,330,119 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|--|----------------|----------------|---------------------|----------------|---------------------|-----------------|---------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| FED RAIL, PORT & FREIGHT ASST | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| MULTIMODAL OPERATIONS FEDERAL | 0 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 |
| TOTAL | 0 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$26,000,000 | 0.00 | \$26,000,000 | 0.00 | \$26,000,000 | 0.00 |

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CORE DECISION ITEM

| Department of Transportation Division: Multimodal Operations Core: Federal Rail, Port and Freight Assistance | Budget Unit: Multimodal Operations HB Section: 4.545 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------------------------|-------------|---------------------|--|--|----|---------|-------|-------|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|--------------|-----|--------------|-----|-----|-----|-----|-----|--------------|------------|---------------------|------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|---|--|-----------------------------------|--|--|--|--|----|---------|-------|-------|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|--------------|-----|-----|--------------|-----|-----|-----|-----|-----|--------------|---------------------|------------|------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2022 Budget Request</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$26,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$26,000,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$26,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$26,000,000</td> </tr> <tr> <td>FTE</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>HB 4</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> | | FY 2022 Budget Request | | | | | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 | PSD | \$0 | \$26,000,000 | \$0 | \$26,000,000 | TRF | \$0 | \$0 | \$0 | \$0 | Total | \$0 | \$26,000,000 | \$0 | \$26,000,000 | FTE | 0.00 | 0.00 | 0.00 | 0.00 | HB 4 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2022 Governor's Recommendation</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$26,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$26,000,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$26,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$26,000,000</td> </tr> <tr> <td>FTE</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>HB 4</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> | | FY 2022 Governor's Recommendation | | | | | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 | PSD | \$26,000,000 | \$0 | \$0 | \$26,000,000 | TRF | \$0 | \$0 | \$0 | \$0 | Total | \$26,000,000 | \$0 | \$0 | \$26,000,000 | FTE | 0.00 | 0.00 | 0.00 | 0.00 | HB 4 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| | FY 2022 Budget Request | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GR | Federal | Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PSD | \$0 | \$26,000,000 | \$0 | \$26,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRF | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$0 | \$26,000,000 | \$0 | \$26,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 4 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 5 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FY 2022 Governor's Recommendation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GR | Federal | Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PS | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PSD | \$26,000,000 | \$0 | \$0 | \$26,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRF | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$26,000,000 | \$0 | \$0 | \$26,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 4 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HB 5 | \$0 | \$0 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. MoDOT received a grant in 2020 from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program in the amount of \$2.6 million. This grant will be used for the Rail Corridor Consolidation and At-Grade Crossing Safety Improvement Project. MoDOT has applied for two additional grants in this program in 2020. These grant requests were for \$24.0 million total for the two projects. This appropriation has been used for projects like Positive Train Control and rail safety improvement grants. This appropriation is needed to expend federal discretionary grant funds awarded for rail, port, and freight improvements.</p> <p>The Governor's Recommendation is the same as the department's request.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Missouri has 17 port authorities and one three-state port commission and there are approximately 4,800 miles of main rail track, 2,500 miles of yard rail track and about 6,500 public and private crossings.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CORE DECISION ITEM

Department of Transportation
 Division: Multimodal Operations
 Core: Federal Rail, Port and Freight Assistance

Budget Unit: Multimodal Operations
 HB Section: 4.545

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds) | \$26,000,000 | \$26,000,000 | \$26,000,000 | \$26,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$26,000,000 | \$26,000,000 | \$26,000,000 | N/A |
| Actual Expenditures (All Funds) | \$2,625,865 | \$12,399,012 | \$0 | N/A |
| Unexpended (All Funds) | \$23,374,135 | \$13,600,988 | \$26,000,000 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$23,374,135 | \$13,600,988 | \$26,000,000 | N/A |
| Other | \$0 | \$0 | \$0 | N/A |

(1)

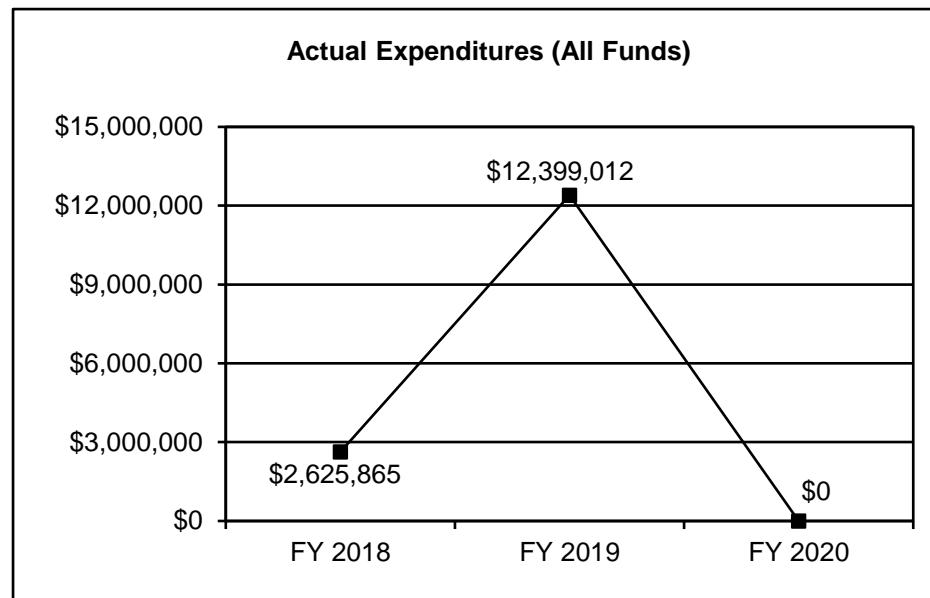
*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) In addition to actual expenditures in fiscal year 2018, the unexpended balance of the appropriation includes \$374,135 of committed budget authority in the form of purchase orders for projects that started in fiscal year 2018, but did not pay out until fiscal year 2019.



CORE RECONCILIATION

STATE
FED RAIL, PORT & FREIGHT ASST

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|-------------------|----------|-------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 26,000,000 | 0 | 26,000,000 | |
| | Total | 0.00 | 0 | 26,000,000 | 0 | 26,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 26,000,000 | 0 | 26,000,000 | |
| | Total | 0.00 | 0 | 26,000,000 | 0 | 26,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 26,000,000 | 0 | 26,000,000 | |
| | Total | 0.00 | 0 | 26,000,000 | 0 | 26,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|--|------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| FED RAIL, PORT & FREIGHT ASST | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 0 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 |
| TOTAL - PD | 0 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 | 26,000,000 | 0.00 |
| GRAND TOTAL | \$0 | 0.00 | \$26,000,000 | 0.00 | \$26,000,000 | 0.00 | \$26,000,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$26,000,000 | 0.00 | \$26,000,000 | 0.00 | \$26,000,000 | 0.00 |
| OTHER FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.545

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

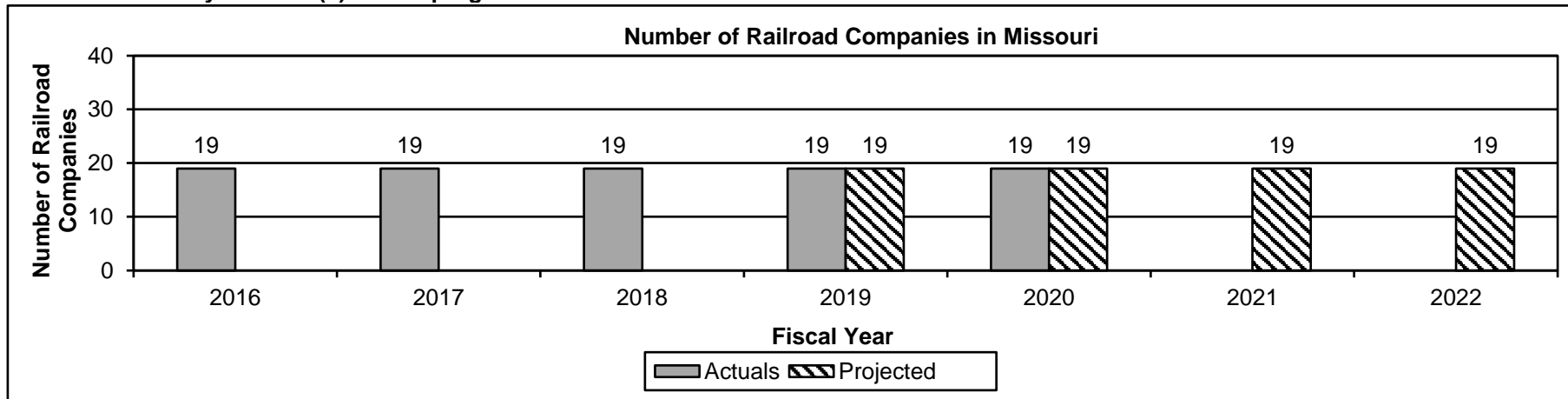
1a. What strategic priority does this program address?

Safety - moving Missourians safely

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. MoDOT received a grant in 2020 from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program in the amount of \$2.6 million. This grant will be used for the Rail Corridor Consolidation and At-Grade Crossing Safety Improvement Project. MoDOT has applied for two additional grants in this program in 2020. These grant requests were for \$24.0 million total for the two projects. This appropriation has been used for projects like Positive Train Control and rail safety improvement grants. This appropriation is needed to expend federal discretionary grant funds awarded for rail, port, and freight improvements.

2a. Provide an activity measure(s) for the program.

The 2021 and 2022 projections are based upon the number of railroad companies in Missouri in 2020.

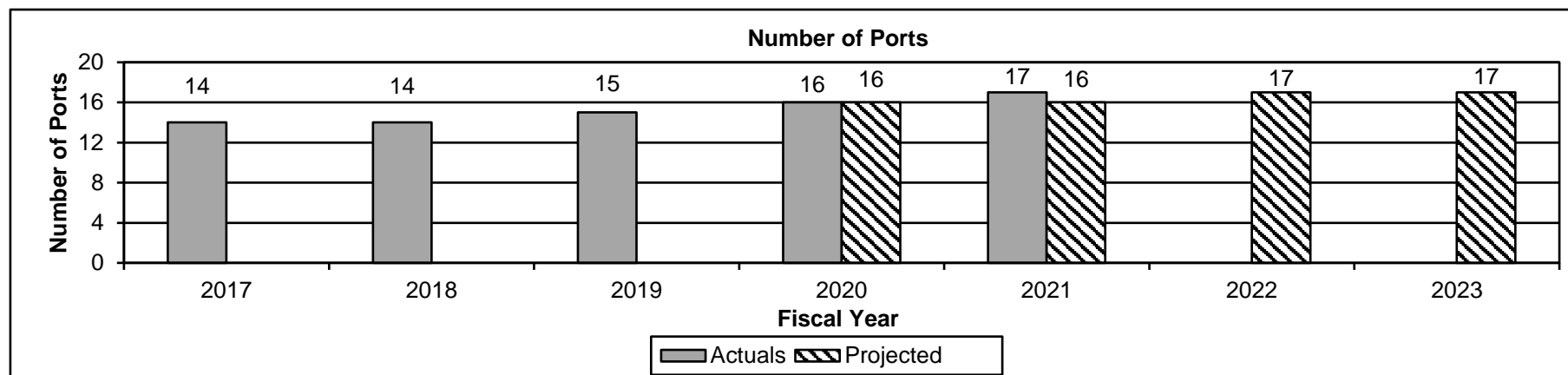
PROGRAM DESCRIPTION

Department of Transportation

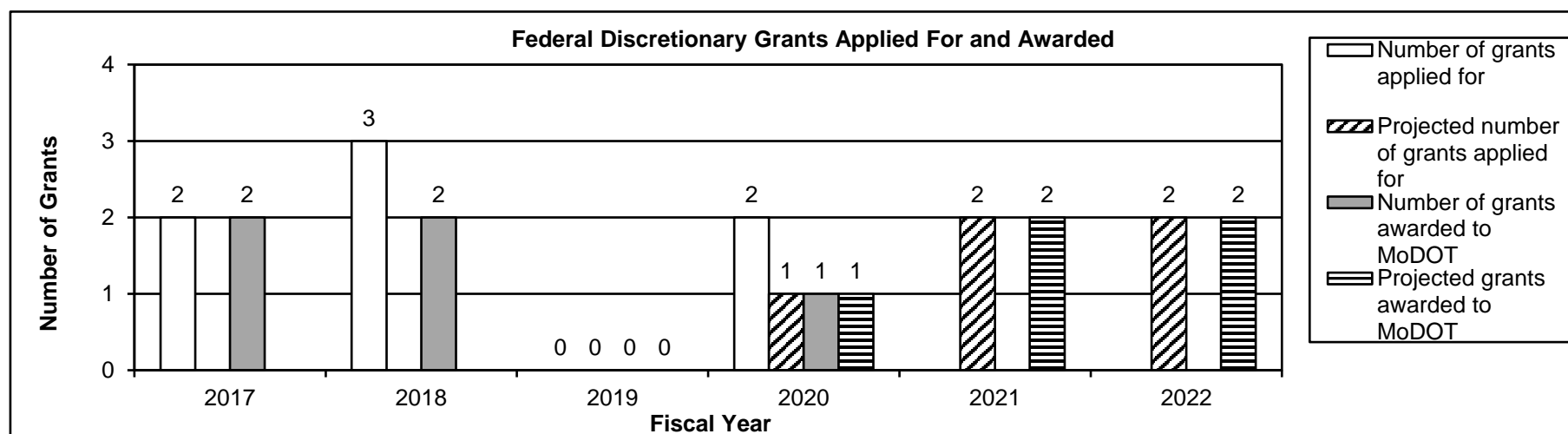
HB Section(s): 4.545

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance



The three-state port commission is not included in this measure because it is not eligible for capital improvement funding. The 2022 and 2023 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2021.



In 2020, MoDOT applied for two grants, and one was awarded. The 2021 and 2022 projections are based on anticipated frequency of grant availability.

PROGRAM DESCRIPTION

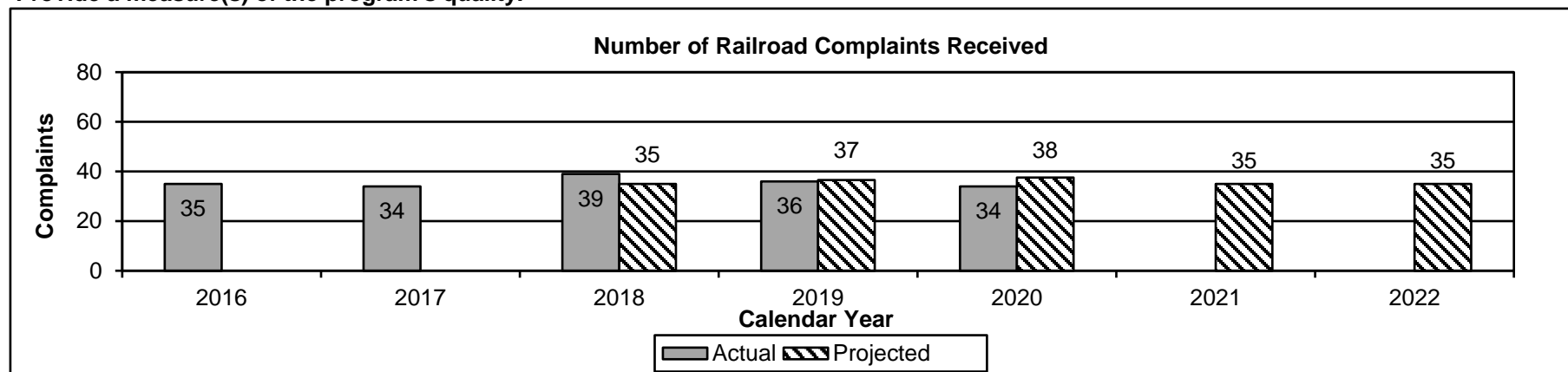
Department of Transportation

HB Section(s): 4.545

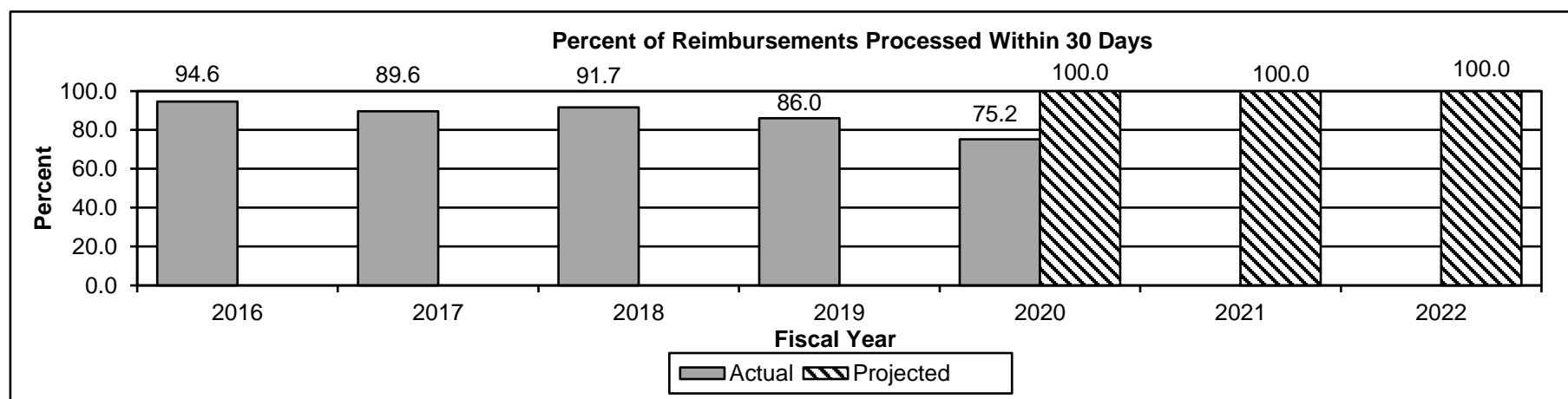
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The most common are rough crossings, sight obstructions, signal failure and walkway issues. The 2021 and 2022 projections are based on the average of the past two years of data.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The 2021 and 2022 projections were set at 100 percent due to recent processing enhancements.

PROGRAM DESCRIPTION

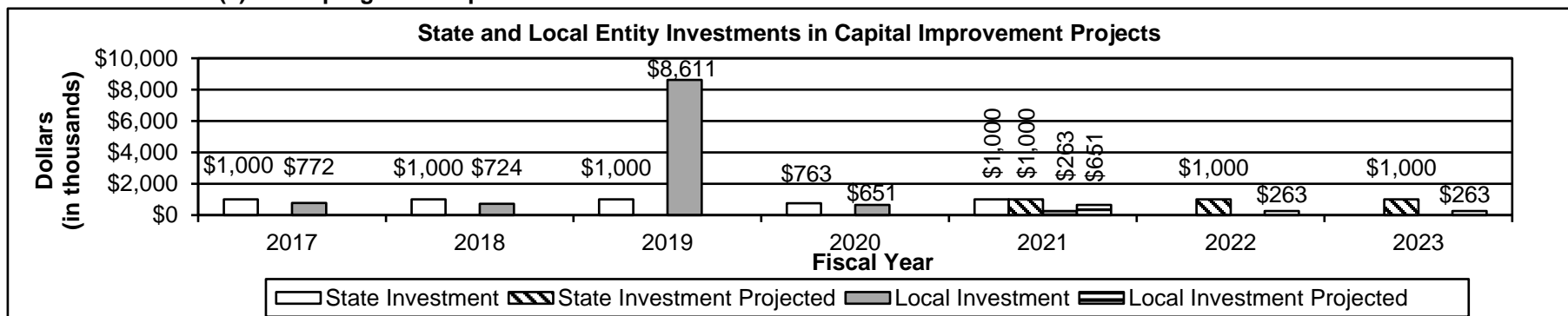
Department of Transportation

HB Section(s): 4.545

Program Name: Federal Rail, Port and Freight Assistance

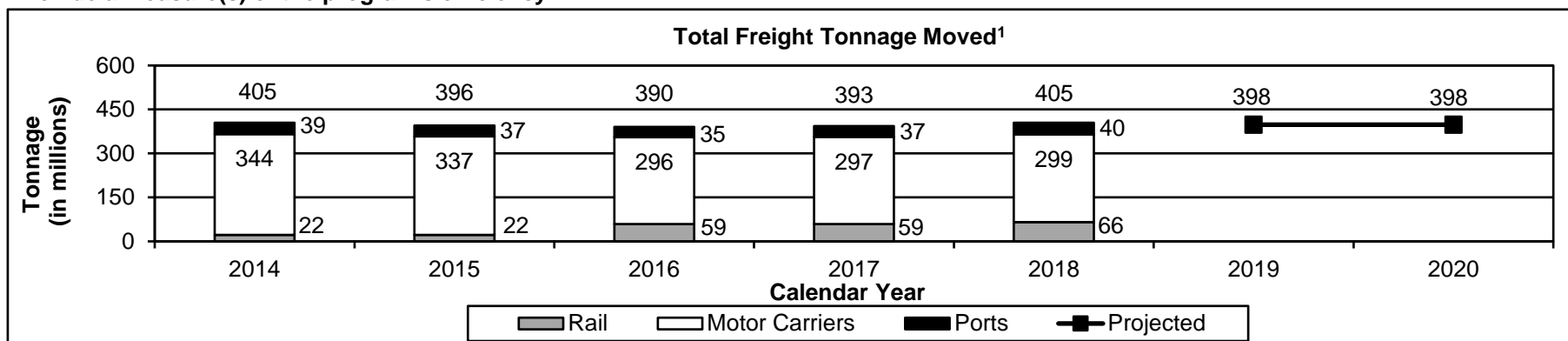
Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

2c. Provide a measure(s) of the program's impact.



A large portion of the local matching funds in fiscal year 2019 is from the Sedalia Rail project. This program only provided a small portion of the Sedalia Rail projects construction costs. Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have well exceeded the minimum matching requirements. The 2022 and 2023 projections are based upon the level of state and local investment in 2021.

2d. Provide a measure(s) of the program's efficiency.



¹ Includes Aviation tonnage; however, it is a minimal amount of 300 tons or less.

Tonnage is based on data from Bureau of Transportation Statistics and US Army Corps of Engineers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. The 2019 and 2020 projections are based on 2020 projections set by the Bureau of Transportation Statistics. Calendar year 2019 and 2020 data was not available at time of publication.

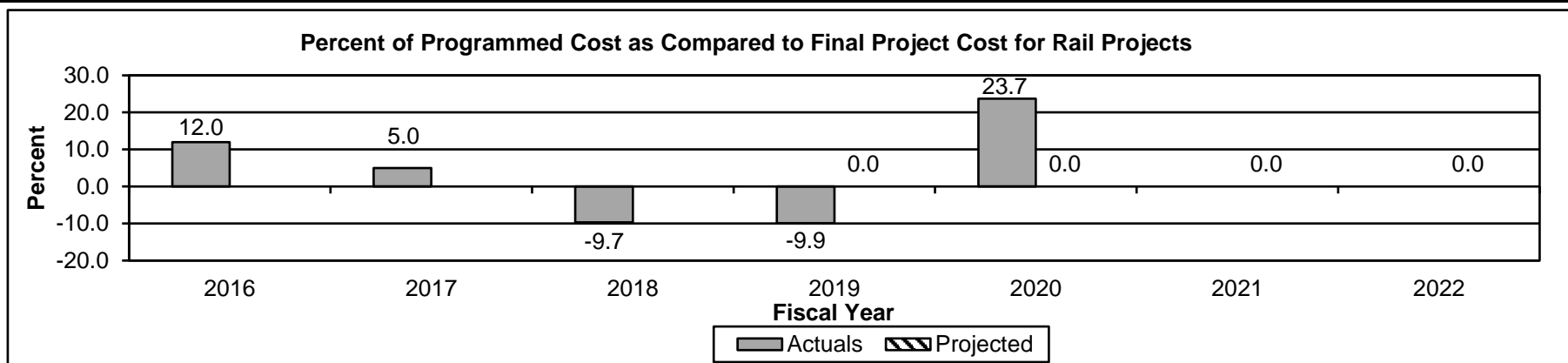
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.545

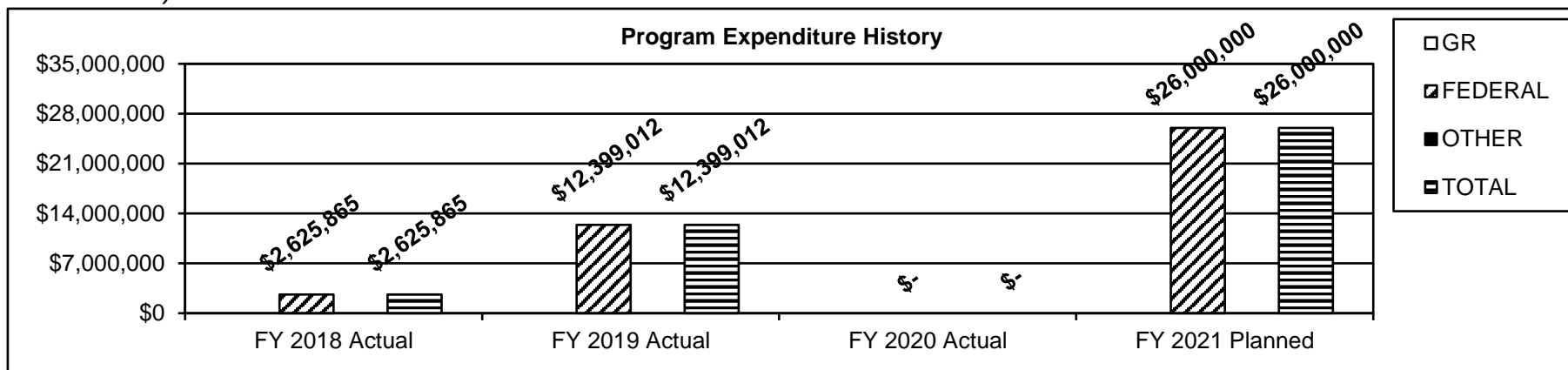
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance



Rail projects are programmed, or budgeted, in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually due to final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.545

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Discretionary grants are currently requested under the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94 FAST Act of 2015).

6. Are there federal matching requirements? If yes, please explain.

Yes, the required local fund match is typically 20 percent.

7. Is this a federally mandated program? If yes, please explain.

No

DECISION ITEM SUMMARY

| Budget Unit | | | | | | | | |
|----------------------------------|------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|----------------|
| Decision Item | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
| Budget Object Summary | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Fund | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| FREIGHT ENHANCEMENT FUNDS | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM-SPECIFIC | | | | | | | | |
| STATE TRANSPORTATION FUND | 763,180 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 763,180 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL | 763,180 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$763,180 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |

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CORE DECISION ITEM

| | | | | | | | | | |
|--|--|---------|-------------|-------------|---|-----------|-------------|-------------|-------------|
| Department of Transportation | | | | | Budget Unit: Multimodal Operations | | | | |
| Division: Multimodal Operations | | | | | | | | | |
| Core: Freight Enhancement Funds | | | | | HB Section: 4.550 | | | | |
| 1. CORE FINANCIAL SUMMARY | | | | | | | | | |
| FY 2022 Budget Request | | | | | FY 2022 Governor's Recommendation | | | | |
| | GR | Federal | Other | Total | | GR | Federal | Other | Total |
| PS | \$0 | \$0 | \$0 | \$0 | PS | \$0 | \$0 | \$0 | \$0 |
| EE | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 |
| PSD | \$0 | \$0 | \$1,000,000 | \$1,000,000 | PSD | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| TRF | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$1,000,000 | \$1,000,000 | Total | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | FTE | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0 | \$0 | \$0 | \$0 | HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 | HB 5 | \$0 | \$0 | \$0 | \$0 |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. | | | | |
| Other Funds: State Transportation Fund (0675) | | | | | Other Funds: State Transportation Fund (0675) | | | | |
| Notes: | | | | | Notes: | | | | |
| 2. CORE DESCRIPTION | | | | | | | | | |
| This appropriation establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all US households is a natural advantage to attract freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation. | | | | | | | | | |
| The Governor's Recommendation is the same as the department's request. | | | | | | | | | |
| 3. PROGRAM LISTING (list programs included in this core funding) | | | | | | | | | |
| Project applications will be solicited for FY22 during spring of FY21. Applicants can be any public, private or not-for-profit entity. The applications are evaluated and prioritized based on the Missouri State Freight Plan. Previous projects funded through this program include rail improvements at public ports, a customs facility at Springfield airport, warehouse modifications at Lambert airport, rail switching upgrades and various public port capital needs. The projects listed below were constructed using the FY20 appropriation. | | | | | | | | | |
| Fiscal Year 2020 Project List | | | | | Funds | Local | | | |
| Entity | Project Description | | | | Allocated | Match | Total Cost | | |
| POET Biorefining | Construction of rail siding | | | | \$463,320 | \$186,680 | \$650,000 | | |
| AgriServices of Brunswick | Construction of non-GMO grain storage facility | | | | \$299,860 | \$76,000 | \$375,860 | | |
| | | | | | \$763,180 | \$262,680 | \$1,025,860 | | |

CORE DECISION ITEM

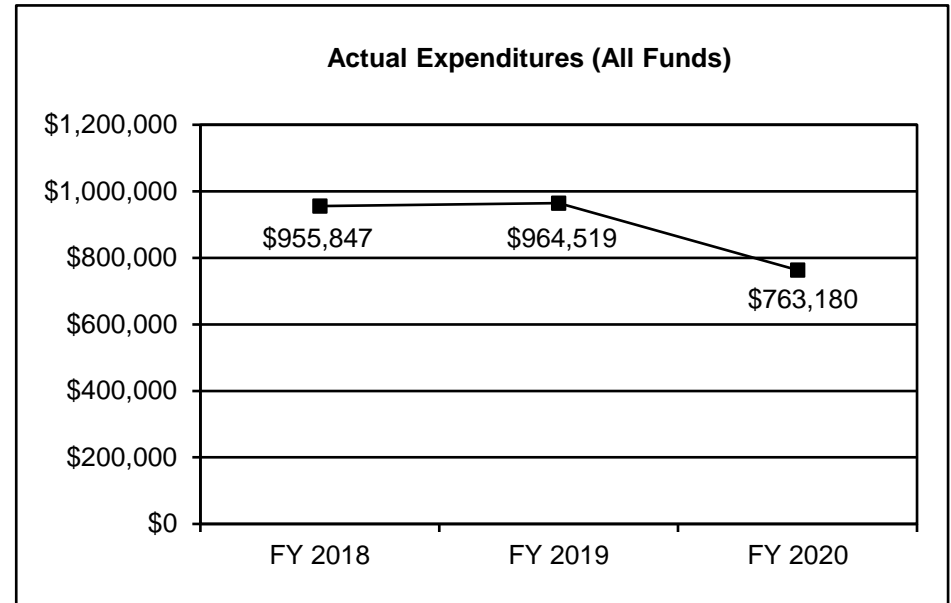
Department of Transportation
Division: Multimodal Operations
Core: Freight Enhancement Funds

Budget Unit: Multimodal Operations

HB Section: 4.550

4. FINANCIAL HISTORY

| | FY 2018 Actual | FY 2019 Actual | FY 2020 Actual | FY 2021 Current Yr. |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds) | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Less Reverted (All Funds) | \$0 | \$0 | \$0 | N/A |
| Less Restricted (All Funds)* | \$0 | \$0 | \$0 | N/A |
| Budget Authority (All Funds) | \$1,000,000 | \$1,000,000 | \$1,000,000 | N/A |
| Actual Expenditures (All Funds) | \$955,847 | \$964,519 | \$763,180 | N/A |
| Unexpended (All Funds) | \$44,153 | \$35,481 | \$236,820 | N/A |
| Unexpended, by Fund: | | | | |
| General Revenue | \$0 | \$0 | \$0 | N/A |
| Federal | \$0 | \$0 | \$0 | N/A |
| Other | \$44,153 | \$35,481 | \$236,820 | N/A |



*Restricted amount is N/A

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

**STATE
FREIGHT ENHANCEMENT FUNDS**

5. CORE RECONCILIATION

| | Budget Class | FTE | GR | Federal | Other | Total | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|------------------|------------------|-------------|
| TAFP AFTER VETOES | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| | Total | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| DEPARTMENT CORE REQUEST | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| | Total | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| GOVERNOR'S RECOMMENDED CORE | | | | | | | |
| | PD | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |
| | Total | 0.00 | 0 | 0 | 1,000,000 | 1,000,000 | |

DECISION ITEM DETAIL

| Budget Unit | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2022 | FY 2022 | FY 2022 | FY 2022 |
|----------------------------------|------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|
| Decision Item | ACTUAL | ACTUAL | BUDGET | BUDGET | DEPT REQ | DEPT REQ | GOV REC | GOV REC |
| Budget Object Class | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE | DOLLAR | FTE |
| FREIGHT ENHANCEMENT FUNDS | | | | | | | | |
| CORE | | | | | | | | |
| PROGRAM DISTRIBUTIONS | 763,180 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| TOTAL - PD | 763,180 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 | 1,000,000 | 0.00 |
| GRAND TOTAL | \$763,180 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |
| GENERAL REVENUE | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| FEDERAL FUNDS | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 | \$0 | 0.00 |
| OTHER FUNDS | \$763,180 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 | \$1,000,000 | 0.00 |

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.550

Program Name: Freight Enhancement Funds

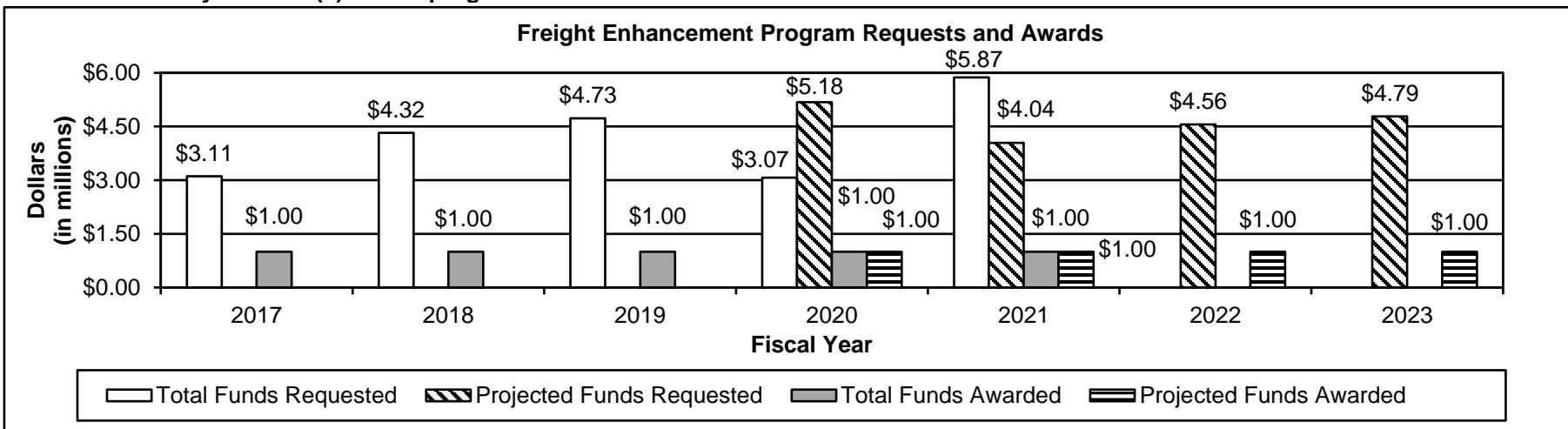
Program is found in the following core budget(s): Freight Enhancement Funds

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all US households is a natural advantage to attract freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation.

2a. Provide an activity measure(s) for the program.

The 2022 projection for total funds requested was established by taking the average of the actuals for the last three years. The 2023 projection for total funds requested was established by projecting a five percent increase from the projection for 2022.

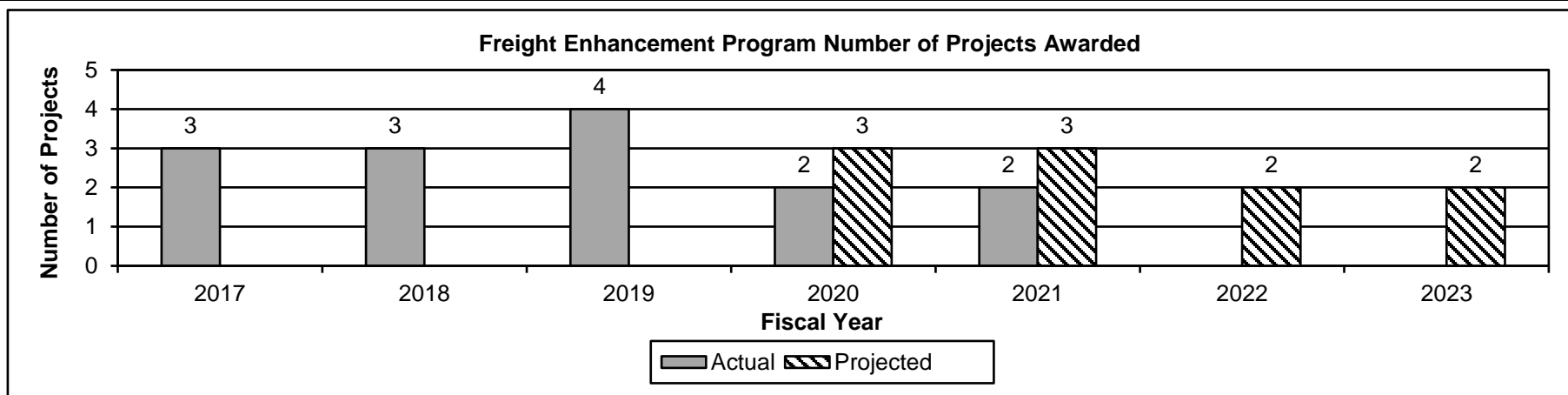
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.550

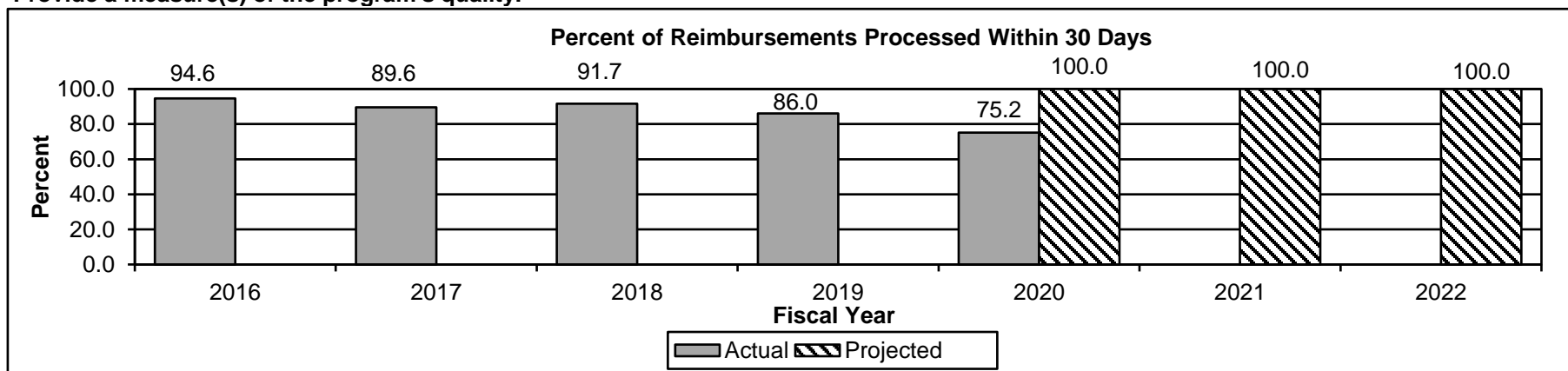
Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds



The 2022 and 2023 projections were based on the number of projects that a \$1.0 million appropriation was able to fund during the past three years.

2b. Provide a measure(s) of the program's quality.



The applicants receive funding by submitting their expenses to MoDOT for reimbursement. The 2021 and 2022 projections were set at 100 percent due to recent processing enhancements.

PROGRAM DESCRIPTION

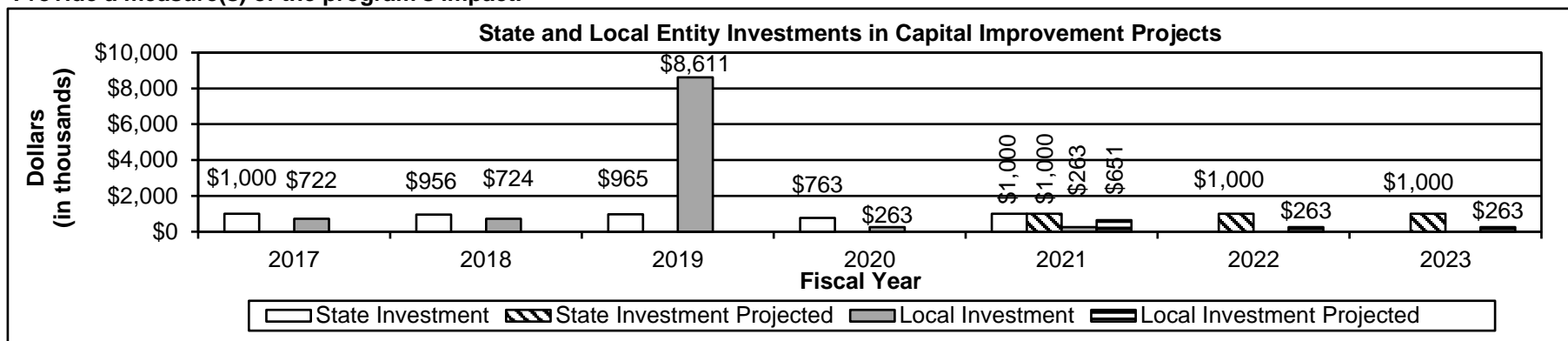
Department of Transportation

HB Section(s): 4.550

Program Name: Freight Enhancement Funds

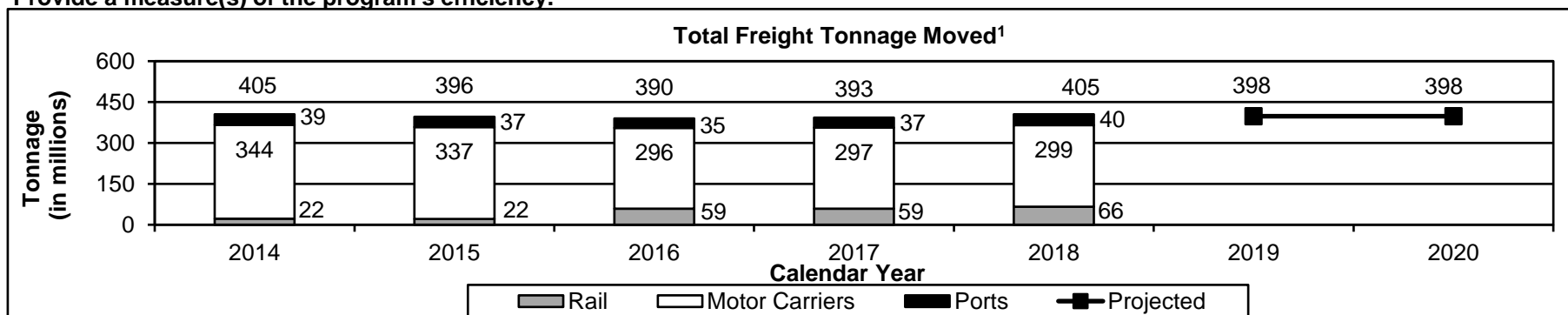
Program is found in the following core budget(s): Freight Enhancement Funds

2c. Provide a measure(s) of the program's impact.



A large portion of the local matching funds in fiscal year 2019 is from the Sedalia Rail project. This program only provided a small portion of the Sedalia Rail projects construction costs. Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have well exceeded the minimum matching requirements. The 2022 and 2023 projections are based upon the level of state and local investment in 2021.

2d. Provide a measure(s) of the program's efficiency.



¹ Includes Aviation tonnage; however, it is a minimal amount of 300 tons or less.

Tonnage is based on data from Bureau of Transportation Statistics and US Army Corps of Engineers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. The 2019 and 2020 projections are based on projections set by the Bureau of Transportation Statistics. Calendar year 2019 and 2020 data was not available at time of publication.

PROGRAM DESCRIPTION

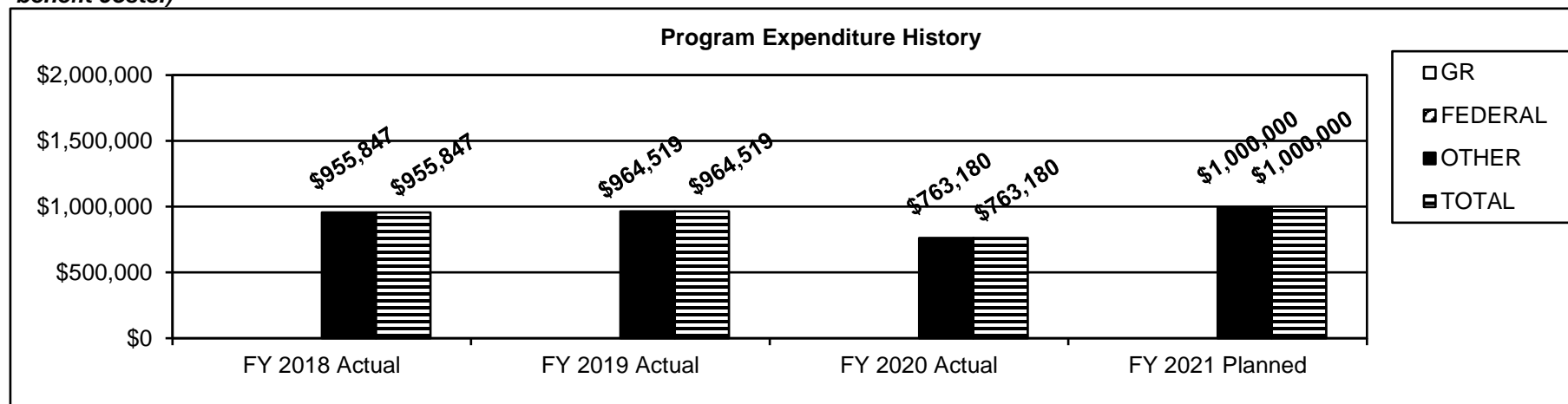
Department of Transportation

HB Section(s): 4.550

Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No